The Standard AND RIVER PLATE NEWS.

PACKET EDITION — Per R. M. S. 'NEVA'

No 3096.—Twelfth Year. BUENOS AYRES, SATURDAY, SEPTEMBER 14, 1872. Circulation, 3000.

MAUA BANK

101 & 103 CALLE CANGALLO.

The Offices of this Bank having been removed to the above spacious Building, in order to suit the increasing flow of business, the Public is informed that the following transactions are carried on in currency and specie in this Bank:—

First—Bills and obligations with good signatures are discounted on conventional terms.

Second—Money is advanced on mercantile and other securities, approved of by the Manager.

Third—Accounts current are opened with Merchants or other parties who may prefer depositing endorsed and transferable securities, against which they may draw up to an amount previously convened under conditions established for such class of operations.

Fourth—Money is received in account current, bearing interest from day of deposit, which is accumulated in favor of the parties every three months, the depositors being allowed to retire at any time, by means of cheques, part or the full amount, at their wish, save when the quantity exceeds three hundred doubloons, or one hundred thousand dollars currency, in which case forty-eight hours' previous notice is required to be given to the Treasury of the Bank.

Fifth—Bills or letters of credit are drawn and taken on Montevideo, Rosario, Sta. Fé, Salto Oriental, Paysandu, Rio Janeiro, and other places in the Brazils, England, and France, as also on other places, of which due notice will be given hereafter.

Finally, the Bank undertakes and executes all legitimate transactions, within the orbit of banking operations.

The establishment is always open from 10 a.m. till 3 p.m.

P. P. MAUA & CO.
M. A. DE FREITAS AMORIM.

January 1st, 1868. cj—y16

MAUA BANK

101-103 CALLE CANGALLO

INTEREST FOR CURRENT MONTH.

IN ACCOUNT CURRENT, SPECIE.
For balances in our favor, ... 12 per cent.
For balances in favor of Customers 6 "
IN ACCOUNT CURRENT, PAPER MONEY
For balances in our favor .. .. 12 per cent.
For balances in favor of Customers 6 "
Deposits on 15 days' notice, paper "
Do. do. do. gold "
Do. 30 days' do. paper
Do. do. do. gold
Fixed deposits from
P. P. MAUA & Co.,
M. A de FREITAS AMORIM.

July 1, 1872

BANCO DE ITALIA Y Rio de la Plata.

74—CALLE PIEDAD—74

SUBSCRIBED CAPITAL, $.1,500,000.

This is divided into 15,000 Shares.

Board of Directors:
JOSE PIAGGIO,
AGILES MAVEROFF,
ANTONIO DEVOTO,
PABLO MARENGO,
MARCOS DEMARCHI,
NICOLAS SCHIAFFINO,
BARTOLOME VIALE.

Until further notice the rates of Interest will be as follows:—

ALLOWS
Account current, 5 per Cent.
Fixed periods, conventional terms.

CHARGES
Account current, 10 per cent.
Discounts, Promissory Notes, and other documents—conventional.

BILLS AND LETTERS OF CREDIT
Issued on London, France, Belgium, and all the chief Cities of Italy.

BANKING HOURS
From Ten to Four p.m., and until Five on Saturdays.

Buenos Ayres, August 18, 1872.
S. POLLININI,
Manager.
185 h.. x pag 20

ROYAL MAIL STEAMPACKET COMPANY.

DIRECT AND QUICKEST ROUTE TO EUROPE.

The Royal Mail Steampacket
"NEVA,"
2,999 Tons, 600 Horse Power,
Captain BAX,

Will leave this Port for Southampton, on the 14th SEPT., 1872, at four p.m., carrying Her Majesty's Mails, &c., and calling at Montevideo, Rio de Janeiro, Bahia, Pernambuco, St. Vincent, and Lisbon.

PASSENGER FARES:

First-class to Southampton	£35	and upward
Ditto Lisbon	32	Ditto
St. Vincent	180	ffs
Pernambuco	120	"
Bahia	110	"
Rio de Janeiro	70	"
Montevideo	8	"

SECOND-CLASS PASSENGERS.

These will be conveyed to Lisbon and Southampton at £20 sterling, and to Montevideo at $6.4.

THIRD CLASS-PASSENGERS.

These will be conveyed to Lisbon at £12, and Southampton at the rate of £15 sterling.

RETURN TICKETS.

To and from Southampton or Lisbon, available for twelve months; and St. Vincent or Brazil, available for six months, are granted to First-class Passengers, with a deduction of 25 per cent. on Passage Money.

FAMILIES.

A deduction of one-sixth is made in their favor, when paying the higher rates to Lisbon or Southampton, and when the Passage Money if charged in full, is equal to the amount of four adult cabin passengers.

CHILDREN,

From Three, and under Eight, to pay ½th.
" Eight " Twelve " ¾
For those under three years of age one will be carried free, and any other at the rate of three years

SERVANTS.

Accompanying their employers to pay two thirds of the lowest rates established for adult saloon passengers.

FREIGHT.

SPECIE to Brazil, Lisbon and Southampton ½ per cent.
" Havre and Paris 1 5-16 "
" Montevideo, ½ "
PARCELS, not over one cub. foot 7s. 6d
Above one " two " 11s. 3d
" two " three " 15s. 0d
" three " furteen " 6s per foot

CARGO, as per mutual agreement.

INSURANCE on Freight can be effected if desired.

Passengers are requested to be on board before four on the above-named day, as the Steamer will leave precisely at that hour.

For further particulars please apply to
CHARLES WM. BENN and CO.,
Agents,
No. 49 Calle 25 de Mayo.

UNITED STATES AND BRAZIL STEAMSHIP COMPANY.

The Royal Mail Steamship
NEVA.
3400 Tons,
600 Horse-power,
Captain THWAITES,

Sailing hence on the 14th SEPT., in combination with the Line of American Steamers, leaving RIO DE JANEIRO the 24th, 25th, or 26th of each Month, for NEW YORK, calling at

PARA
And
ST. THOMAS,

Carrying 1st and 3d Class Passengers and Specie. Passengers are transhipped, free of all expense, the 22d of each month, to the American steamer.

For further particulars apply to
CHAS. WM. BENN and CO., Agents,
No. 47 and 49 Calle 25 de Mayo.
cj—84

PEYREDIEU Y BRADLEY

Consignatorios de Frutos del Pais,
Wool Brokers,
Office
263——CALLE PERU——263
91—xd,jly28

London and River Plate Bank, (LIMITED.)

London, Buenos Ayres, Montevideo, Rosario, and Cordoba.

Authorised Capital.....	£2,000,000	Sterling
Subscribed Capital.....	1,500,000	"
Reserved Fund	175,000	

Offices in Buenos Ayres—
CORNER OF CALLE PIEDAD AND RECONQUISTA.

Current Accounts opened with Commercial Firms and private individuals.

Customers have the advantage of having approved Bills discounted—of obtaining Loans upon Negociable Securities, of Depositing Bills Coupons, &c., for Collection—and of lodging Valuable Property in the Treasury of the Bank for custody.

The Bank receives deposits either at sight, for fixed periods, or at seven or thirty days' notice of withdrawal, Interest on which is regulated by the market value of money, the Bank notifying any change in their Rates, by Advertisement in the principal daily papers.

Letters of Credit issued to parties travelling abroad.

Letters of Credit issued to parties for the purpose of purchasing Goods in Europe, the United States, &c., the terms of which can be ascertained on application to the Bank.

Parties wishing to bring out funds to the River Plate, can do so through the medium of the Bank's chief office,
No. 40 MOORGATE-STREET, LONDON, E.C.

BILLS OF EXCHANGE
Issued and Purchased on the following places:—

Montevideo	Antwerp,
Rosario de Santa Fé,	Amsterdam,
Cordoba,	Hamburg,
Valparaiso,	New York.
London,	Rio de Janeiro,
Liverpool,	Genoa.

All the principal Towns of SCOTLAND and IRELAND.

Paris,	Madrid,
Bordeaux,	Barcelona,
Marseilles,	Vigo,
Bayonne,	Coruana,
Cadiz,	Santander,
Naples,	Bilbao.
	Havre.

G. E. MASCHWITZ—J. E. NAYLOR,
MANAGERS.

London and River Plate Bank (LIMITED)

CALLE DE LA PIEDAD.
(Corner of Calle de la Reconquista.)

The rates of interest allowed and charged by the Bank will be as follows, till further notice:

ALLOWED.

On deposits in both currencies in account current,	3 per cent.
On do., subject to seven days' notice of withdrawal	3½ "
On do. do. for 90 days fixed,	6 "
On do. do. subject to 30 days notice of withdrawal,	5 "

CHARGED.

For Discounts conventional according to circumstances.

On debit balances in account current in both currencies,	9 per cent

G. E. MASCHWITZ—J. E. NAYLOR.
Buenos Ayres, June 1, 1872.

C. H. Twyford and Co.

FAMILY GROCERS
AND
TEA DEALERS,
102—Calle Piedad—102

Beg to Call the attention of the Public to the Articles which are always to be had at their Stores.

Coffee roasted and ground daily on the premises.

Goods guaranteed and delivered free of charge in the city.

h..10 p 30

IMPERIAL FIRE INSURANCE COMPANY OF LONDON.

ESTABLISHED 1803.
CAPITAL:
£1,600,000 STERLING.

The undersigned are duly authorised to transact a General Fire Insurance Business in this country.

The reputation and standing which this Company has secured during the sixty-six years it has transacted Business throughout the world, together with the large and undoubted security which is offered for all its obligations, will, it is hoped, secure for it a share of the public patronage,

The most liberal rates offered, and Losses adusted without reference to the Head Office.

MANTELS AND PFEIFFER,
Agents,
49—CALLE CHACABUCO—21
t. cj—176.xp.sep.d6

THE ONLY
Pawnbroker's Shop
IN
BUENOS AYRES
Is in the
Calle Parque, 197.

Money advanced on Valuables and Deposits received at the rate of—

Three Months,	8 per cent.
Six "	10 "
Twelve "	12 "

cj..124 x p, j 17

Guinness's CELEBRATED Extra Stout.

IN QUARTS AND PINTS.
Bottled in Dublin, and guaranteed by SPECIAL LABEL from the Brewery.
On Sale at
WILLIAM BARRY & CO.,
161—Calle Potosi—161
p.n17

THE ARGENTINE MARINE INSURANCE COMPANY,
Established in this City,
Insures at Moderate Premiums all Risks by Sea or on the River.

Office—112½ CALLE FLORIDA—Up Stairs.

DIRECTORS:
Thomas Armstrong, President.
Jacob Parraviani, Vice-President.
Francisco P. Moreno, Manager.
Ambrosio P. Lezica.
Enrique Tomkinson.
Mariano Casares.
Bernardo Yturraspe.
George Temperley. —je5

IMPORTANT.

FOR SALE or to Rent, 1½ league of camp only a few squares from the Estacion Roca, Great Southern Railway. There are eight puestos, estancia house, peach grove, sheds, corrals, &c. The stock consists of 15 to 20 thousand sheep, over 1,000 head of cattle, 200 horses and mares. Apply Calle Europa 284 or Venuela 300.
1..149 15p a17

FEDERICO REEPEN AND CIA

WOOL AND PRODUCE BROKERS.

19——CALLE LAREA——19
(Frente al Molino, San Martin.)
cj—30 xp je5

PROVINCIAL BANK OF BUENOS AYRES.

BUSINESS HOURS FROM 10 A.M. TO 4 P.M.

Deposits of not less than $100 m/c. and $f.16 received. These deposits will not be entitled to interest if retired before the expiration of sixty days from the date of such deposit; after sixty days they will be entitled to interest from the date of the deposit. All interests not collected shall at the end of each year be capitalized. All deposits at interest shall be entered in a book which the Bank will deliver to the depositors, in which all payments of interest and capital shall be entered, and all interest shall be payable after the first of the month or on retiring the deposit.

The Bank discounts bills with two signatures having from seven to ninety days to run; it also discounts mercantile bills of from seven days to six months, on the condition that at maturity they are paid in full.

The Bank draws at sight upon the following branches:—

DOLORES,	CHIVILCOY,
SAN NICOLAS,	MERCEDES,
LOBOS	BARADERO,
SALTO.	AZUL.

The Bank pays commission to Brokers on the first discounting of bills and promissory notes.

LOANS TO THE WORKING CLASSES.

The Bank lends to artizans and operatives sums from THREE to TWENTY THOUSAND DOLLARS on their own signature, taking as security a document with any well-known signature

CREDITS IN ACCOUNT CURRENT.

1st. The Bank opens accounts current for commercial houses.

RATES OF INTEREST.
ALLOWS—
private depositors, 5 per cent. per annum m/c.
Do., do., 5 do., do., specie.
To private depositors,
in account current, 2 per cent per annum do.
Do., do., 2 do., do., cur.
CHARGES—
Discounts in currency, 6 per cent. per annum.
Do. specie, 6 do., do.,
E. V. ZAMUDIO,
SECRETARY.

Caja de Credito Hipotecario.

19½—CALLE DE PIEDRAS 21

HORAS DE OFICINA.
De las 10 de la Mañana a las 3 de la Tarde.

SE ABONA A LOS DEPOSITOS.
Pagando el interes al fin de cada mes—
A 3 meses.....6 p% al año
6 " .....7 "
12 " .....8 "
Pagando el interes con el capital al vencimiento del plazo—
A 3 meses.....7p% al año
6 " .....8 "
12 " .....8 "
En cuenta corriente...5 "
A los bonos hipotecarios garantidos se abona interes convencional.

COBRA.
Sobre hipotecas, titulos de deuda publica y otros valores.
Interes convencional y module, segun el plazo y condiciones.
P. de MONTRAVEL, Gerente.
Buenos Ayres, 15 de Mayo, de 1871.
d..je 5

Estancia for Sale

IN THE PARTIDO OF SALTO,
The Property of
MR. JOHN J. MURPHY,
containing
Three-Fourths of a Square League,
With Stock, &c., thereon.

The Land has been fenced in regardless of expense, and from two years experience has proved to be impregnable; during that time the outlay for repairs has not exceeded 100 m/c.

Inside there are seven departments, laid out advantageously for the greater facility of dividing the stock.

The fencing, 38,000 yards, is done of the best material, and on a most permanent manner, and is set down at cost price, $265,000, one-fourth less than it could be done for at the present day.

The stock of sheep at present number about 20,000: 1,000 were disposed of in May last, at the splendid price of $50 m/c. each, and 2,000 more contracted for at 55, with liberty to part until shearing—Mr. John Hughes purchaser. Included in the above amount are 200 Negretti Ewes. There are from them about 150 lambs, cross from the pure Leicester Rams imported last year by the owner.

Mestiza sheep if sold before shearing, 40 m/c

The fine flock including 150 Rams, or say 500 head, at 150 m/c. each.

Cattle, 360 head from 3 years up. Of these there are about 220 Novillos and 20 Tamberas, price 250 m/c. each.

The breed of horses on the establishment needs no comment; price conventional.

The Estancia-house and out-offices afford every accommodation, all built within the last five years, of the best material, and on the most improved scale, valued at a reduction of 25 per cent. on cost price.

A splendid monte, alfalfares, kitchen, and flower garden, a variety of fruit and fancy trees, which makes the place a most desirable residence for any gentleman.

The railway to Salto will pass within 10 or 15 squares of the place, to which there is but one entrance, two and a half leagues from that go-ahead town.

The saving derived from fencing on this establishment, in labor alone, amounts to something like $30,000 m/c per annum.

Last year the biscachos were killed on the estancia at a cost exceeding $30,000 m/c.

The estancia is bounded by splendid properties, on the north and west by Sres. Pacheco, on the south and east by Srs Fuentes and Lanata.

for further particulars, apply to the owner, on the estancia, d 277 1m el

TO ENGLISH TRAVELLERS.

Englishmen, and others visiting Buenos Ayres, will find every home comfort at the Hotel de la Paix, which is the largest and best in this city.

Charge are most Moderate.
Wines Superb.
Table d'Hote on Europe
Board, with Room, Gas-lights, and Attendance
HOTEL DE LA PAZ,
Corner of Cangallo and Reconquista.
c—e27

GEBBIE AND DODDS

ENGLISH DRAPERS, TAILORS, AND CLOTHIERS.

We beg to advise our Friends and Customers that we have just received, ex "Olbers," a superior assortment of the following articles, viz.: SCOTCH TWEEDS, BEDFORD CORD, Moleskin and Cordoroy, Mens' rough Woolen Hose.

WATERPROOF COATS.

Crimean and Jean Shirts, Ladies' Linen Cuffs and Collars, Scarfs Corsets, Hose, Poplins, Wincays, Prints, Waterproof, Gingham, &c.

Fine DOUBLE DAMASK TABLE CLOTHS, 10x14, Woolen Shirting, a few Ladies and Gentlemens' Silk Umbrellas, also a good selection of Allos Yarn and Darning Cotton, to which we call particular attention.

27—CALLE DEFENSA—27
cj—231 xp, e28

PRIVATE LOAN AND DISCOUNT OFFICE.

CALLE CUYO, 321.

MONEY ADVANCED
On Personal Security, Life Polices, Shares, Public Funds, &c.
BILLS DISCOUNTED.
cj—2 pm y2

WANKLYN & CO.,

108—CALLE SAN MARTIN—108

From the 1st of SEPTEMBER.

In account current	4 per cent
At 7 days' notice	6 "
For 60 days' fixed	6½ "
Do. 90 "	6 "

BILLS DISCOUNTED at conventional rates.
BILLS of EXCHANGE purchased at current rates, and
BILLS of EXCHANGE issued on—
The NATIONAL BANK, London, and all its BRANCHES in IRELAND.
The BRITISH LINEN COMPANY BANK, Edinburgh, and all its BRANCHES in SCOTLAND; or payable in LONDON.
LUMB, WANKLYN, & CO., our London Agents.
MALLET, FRERES, & CIE., PARIS.
GRANET, BROWN, & CIE., GENOA.
VIDAL & QUADRAS, HNOS, BARCELONA
MANUEL BARCENA & HNO., VIGO.
TOMAS DE LA CALZADA, SEVILLE.
AUGUSTO JOSE DE VILA, CORUNNA.
WANKLYN & CO., MONTEVIDEO.
E F. DAVISON & CO., NEW YORK.
LOUIS LEMMÉ & CO., ANTWERP.

WANKLYN AND CO.,

Are authorised to issue the CIRCULAR NOTES of the NATIONAL BANK, London, which are payable on presentation in all the principal Towns of Europe and America. Travellers will find that these Notes form the most eligible mode of carrying money.

LETTERS of CREDIT are issued by WANKLYN & CO., on their London Agents, which are payable in LONDON, PARIS, GENOA, NEW YORK, or by any of the abovementioned Banks and Firms.

COMMISSION is charged only on amount used.

LETTERS of CREDIT in EUROPE can be obtained by persons desiring to remit or bring money to this country, and which are payable here at the current rate of Exchange (without any charge.)

These Credits can be obtained on plication from
The NATIONAL BANK, LONDON, and all its BRANCHES in IRELAND.
The BRITISH LINEN COMPANY BANK, EDINBURGH, and all its Branches in Scotland.
LUMB, WANKLYN, and CO., LONDON
MALLET, FRERES, & CIE., PARIS.
The names of the Branches of the National Bank and the British Linen Company Bank, may be seen at the Office of
WANKLYN AND CO.
Buenos Ayres, September 1, 1872.
251 xp 31

LIVERPOOL, BRAZIL, AND RIVER PLATE STEAMERS.

MESSRS. LAMPORT AND HOLT'S LINE.

In the Mail Steamers Table Wine is supplied gratis to all passengers.

Steamship
PTOLEMY,
1115 Tons,
YAXLEY, Commander,
Will, after loading at Rosario and San Nicolas, be despatched from
THIS PORT
For
LIVERPOOL,
And
ANTWERP,
Should sufficient inducement offer
On the 25th SEPTEMBER.

Cargo will be received on board until noon on the day of sailing. Parcels and specie (freight on latter ½ per cent.) at the Agent's Office on same day.

These steamers have excellent accommodation for Passengers, and carry Surgeons and Stewardesses.

RATES OF PASSAGE MONEY.

Liverpool, first-class.....	£35 ster.
London, do	35 "
Antwerp do	150 ffs.
Lisbon	f. 50
Rio Janeiro, do	£16 "
Liverpool, 3d class	15 "
London do.	17 10
Antwerp do	12 "
Lisbon	f. 25 ffs
Rio Janeiro	

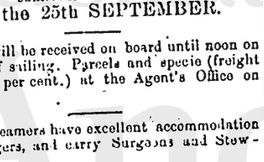
First-class Return Tickets to Liverpool, with a reduction of 25 per cent, issued, available for Twelve Months.

PRE-PAID PASSAGES
Are issued to parties wishing to bring out their friends from England, at the following rates:

1st Class.....	£32 ster.
3d do.....	14 "

Apply to the Agents—
HENRY A. GREEN and CO.;
or to the Brokers,
GREEN, LE ROSSIGNOL, and CO.,
62 and 64 Reconquista.
Agents in Rosario;
JOHN THOMPSON and CO.
cj | 239 20p ag30

Royal Mail Steampacket Company.



BI-MONTHLY LINE.

The magnificent full-powered Company's Stermer
EBRO.
Will leave this Port for SOUTHAMPTON, calling at
MONTEVIDEO,
RIO DE JANEIRO,
ST. VINCENT (Cape Verds),
LISBON, and
CHERBOURG,
On THURSDAY,
The 26th of SEPTEMBER,
Carrying Cargo, Specie, Parcels and Passengers, of 1st, 2d, and 3d Class.

For further particulars please apply to CHAS WM. BENN and CO., Agents, Calle 25 de Mayo 49.
cj..34 20p s6

GRASERIA A VAPOR.

SE VENDE una Graseria de Alta Presion, Sistema Pousart, compuesta de un cilindro y dos tinas de fierro de capacidad de cien ovejas cada una con todos sus accesorios en perfecto estado.

Con este aparato se puede beneficiar seiscientos animales por dia, haciendose cada cocimiento en menos de seis horas, incluso carga y descarga.

Para ver el aparato, dfrigirse al Saladero del Arroyo Negro, y para mas informes a los Sres. RUSSELL y ANDERSON,
42—San Martin—42
d 65 1op s6

ARGENTINE BANK.

31, 33, and 35 San Martin.

BANKING HOURS FROM 10 A.M. TO 4 P.M.

PRESIDENT:
BERNARDO YRIGOYEN.
DIRECTOR-GENERAL:
D. ANACARSIS LANUS.

The rate of interest from the 1st July until further notice will be—

ALLOWS.
On account current, - 5 per cent. per annum
Ninety days' notice, - 6½ " "
At six months - 6 " "
CHARGES
On specie and currency 9 " "
Money advanced on current account.
Bills and pagares discounted on conventional terms.

SAVINGS' BANK
Open from 10 a.m. to 4 p.m.
On specie and currency 6 per cent. per annum.
MARCO DEL PONT.
Manager.
Buenos Ayres, Junio 28, 1872. xp5m

Carabassa's Bank.

127—CALLE CANGALLO—127

From this date the rate of Interest will be as follows:—

ALLOWS
In Account Current..... 5 per cent. per an.
On a fixed term 30 days.. 6 " "
" " 60 ..... 6½ " "
" " 90 ..... 6 " "
At longer dates at conventional rates.

CHARGES
For Balances in Account Current, 10 per cent, per annum.
Bills and Pagarés discounted at conventional rates.

Bank hours from Ten a.m. to Four p.m., and on Saturdays to Five p.m.

Bills drawn and taken on London, Paris, Bordeaux, and Genoa.
Buenos Ayres, May 31, 1872.
JOSE CARABASSO.

LONDON, BELGIUM, BRAZIL AND RIVER PLATE STEAMSHIPS.

UNDER POSTAL CONTRACT WITH THE BELGIAN GOVERNMENT.

The names of the Steamers are as follow:
BONITA—GALATEA—LAOYDON, ARIADNE, RHONE.

This Company will despatch a Steamer with Mails every Month for Rio Janeiro, Montevideo and Buenos Ayres.

From London, 27th; Antwerp, 1st; Falmouth, 3rd.

From Buenos Ayres, on the 22d, to Falmouth Antwerp, and London, Calling at Montevideo.

Passengers, Parcels, and Specie will be landed at Falmouth, and forwarded to London by a special arrangement with the Great Western Railway Company.

Cargo will be received on board, 48 hours after arrival at this port, for London and the Continent, at through rates.

Passage money to Falmouth £35; to Antwerp, £35; to Rio Janeiro, $50 Pats. Freight or Specie one-half per cent. payable here.

The first-class well-known Screw Steamer
"GALATEA,"
2,01 Tons,
Captain MORISON,

Has been placed on this Trade to meet the requirement of an increasing passenger traffic. She has been fitted up with every modern convenience, and has accommodation for a large number of passengers, and sails from this Port on the 22d SEPTEMBER.

It is intended that this Steamer shall call at Lisbon, should sufficient inducement offer.

Passage Money to Lisbon, £32, Second Class, £20. Third Class £12,

All LETTERS must be taken to the Post-office.

For further particulars apply to the Agents,
WOODGATE BROTHERS, Shipbrokers,
36 Calle San Martin.
cj—ag28

DONALDSON BROTHERS.

CLYDE LINE OF STEAMERS
TO
BRAZIL AND THE RIVER PLATE.

ASTARTE — 1360 Tons Reg.—Captain MARR.
MARINI — 1361 " " " GIBB.
COLINA — 2000 " " " Building.
CYBELE — 2000 " " "
Calling at SOUTHAMPTON to land Passengers, Specie, and Parcels.

The ASTARTE the next steamer, is expected shortly, and will be despatched for
For LIVERPOOL and GLASGOW,
Via Brazil,
Calling at Montevideo.

These Steamers have been especially built for the trade, and are fitted with every modern improvement, having accommodation of the best description for Cabin Passengers.

Carrying also Surgeons and Stewardesses.

For further particulars apply to the Agents WOODGATE, Brokers, Shipbrokers, No. 36 Calle San Martin.
cj—je7

THE RIVER PARANA STEAMSHIP COMPANY (LIMITED)

This Company will despatch a Steamer every Month from Liverpool, for Montevideo, Buenos Ayres, and Rosario.

The S.S.
VANGUARD,
1407 Tons,
Built by PILE and CO., of Sunderland, DECEMBER 1870,
Is now in the River, and will be despatched
FOR
ANTWERP
AND
LIVERPOOL,
On her return from Rosario,
Calling at MONTEVIDEO.

These Steamers have been specially built for this Trade, and are fitted with every modern improvement, having accommodation of the best description for passengers.

For further particulars apply to the Agents, Messrs. C J. SHAW and CO.;
Or to the Brokers,
WOODGATE, Brothers, 36 Calle San Martin.
cj—78|je7

TO SHEEPFARMERS.

TO BE SOLD, in the Partido 25 de Mayo, 12 leagues from the Town of Lobos and five from the Salado, adjoining the lands of Mr. George King and the Dulce, Two Leagues of superior Camp.

Bids will be received for Lots according to the tastes or requirements of the purchasers.

Calle Belgrano, No. 257.
198..15 p a 24

THOMAS KENNY AND BROTHER.

WOOL AND PRODUCE BROKERS.
684—CANGALLO—682

Daily attendance at the Plaza Once, South Plaza, and Corrales.

Letters, &c., by troperos coming to the South Plaza, to be left at Messrs. M. Smith and Co.'s Almacen Buena Vista. cj—7,xp,n3

GOVERNMENT MORTGAGE BANK

Offices—111 CALLE SAN MARTIN.

This Bank will be open to the Public on all business days from 10 a.m. to 4 p.m.

It advances on real estate to be repaid at long dates.

It pays Mortgage Certificates (Cedulas Hipotecarios) for the amount of the loan it advances, which bear an interest equal to that collected by the Bank.

The value of property offered in mortgage shall not be under two thousand patacons, nor the loan be less than 500 duertes.

No loan can exceed half the value of the property mortgaged.

The Mortgagor shall bind himself to pay an annual sum so long as the mortgage lasts, said sum to represent the interest on the sum lent the amortization fund and commission to the Bank. This yearly sum shall be paid quarterly or half-yearly.

Series A—Quarterly.

Mortgage for 20 years 117 days, 8 per cent. interest, 2 per cent., amortization, and 1 per cent. commission.

Series B—Quarterly.

Mortgage for 27 years 270 days; 8 per cent. interest, 1 per cent. amortization, and 1 per cent. commission.

Series C—Half-yearly.

Mortgage for 20 years 190 days; 8 per cent. interest, 2 per cent. amortization, and 1 per cent. commission:

Series D—Half-yearly.

Mortgage for 28 years 5 days: 8 per cent interest, 1 per cent. amortization, and 1 per cent commission.

Upon the full payment of the yearly sums stipulated in the Mortgage, both property and Mortgagor shall be freed from all further obligation.

The Mortgagor shall be at liberty to anticipate the payments and to discharge the mortgage, all or in part.

Applications for mortgages must be made in writing, specifying the property offered, accompanied by the title deeds, the receipts of the Contribucion Directa tax, and setting forth that the property is free from all incumbrance, or if not the incumbrance that exists thereon, and which is to be paid off by the mortgage. The Secretary of the bank will supply applicants with the forms necessary as also the tables, for amortization.

Quarterly mortgagers shall pay from 8th to 15th of each January, April, July and October, and half yearly mortgagors shall pay between the 8th and 15th of each January and July.

With the amortization fund, mortgage certificates (cedulas) shall be redeemed at par by quarterly and half yearly drawings.

The mortgage Bank pays the interest on the quarterly cedulas or mortgage certificates between the 31st December and 6th January, the 31st March and 6th April, the 30th June and 6th July, the 30th September and 6th October every year, and on the half yearly cedulas from the 31st December to 6th January, and from 30th June to 6th July.

The Mortgage Bank can act between the capitalist and mortgagor, free of charge in the way of realizing the cedulas, and for this purpose will receive deposits without interest, which will receive a preference, and which sums will be deposited in the Provincial Bank.

On and after the 15th February 1872 the Mortgage Bank will be open to the public.

José M. La Fuente,
Secretary.

111—CALLE SAN MARTIN—111
1—xp f7

P.S.N.C.

PACIFIC STEAM NAVIGATION COMPANY.

LIVERPOOL AND VALPARAISO LINE.

Carrying Mails, under Contract with her Britannic Majesty's Postmaster-General.

The Ports of Call are, sailing from Liverpool—
BORDEAUX, SANTANDER, LISBON, RIO DE JANEYRO, MONTEVIDEO, SANDY POINT, VALPARAISO, ARICA, ISLAY,

SAILINGS FOR THE MONTH.
FOR LIVEPOOL,
The Royal Mail Steamship
CALDERA,
2,500 Tons, and 500 Horse Power,
Commander W. DARKE.
From Montevideo on the 12th SEPTEMBER

The Royal Mail Steamship
LUSITANIA,
From Montevideo on the 27th.

FOR VALPARAISO,
The Royal Mail Steamship
PATAGONIA,
3,000 Tons, and 600 Horse Power,
Captain J. S. PETERS.
From Montevideo on the 8th or 9th.

TACORA,
From Montevideo on the 24th or 25th.

Table Wine is supplied by the Company to 1st, 2d, and 3d class passengers.

None of the above Steamers will leave Montevideo before seven hours after their arrival

Outside Berths, £5 extra.

For further particulars apply to the Agents YARROW, HETT and CO.,
63——CALLE RECONQUISTA——63
BUENOS AYRES.
cj—s1

FLORENCIO DONOVAN,

Wool and General Broker,
Broker,
CALLE CUYO,
In Front of the Telegraph Office,
Plaza Once,

STAMMERING.

A. C. FORBES,
Respectfully informs the Public that he has taken Rooms at the
Hotel Provence,
For a short time, for the purpose of curing persons afflicted with
STAMMERING.

So confident is he of success, that no pay will be required until the utmost satisfaction is given.

CONSULTATION HOURS:
FROM TEN TO FOUR IN THE AFTERNOON.
cj—61 1m a19

The Economical Stoves.

A SMALL CONSIGNMENT
of
INVALUABLE MACHINES
For producing a
SUMPTUOUS MEAL
Out of a
SCANTY LARDER.

On Sale at
59—CALLE CUYO—59
d—16 pxpa

La Popular Argentina

CAPITAL—500,000 ffs.

DIRECTORS.
Sr. Don Jaime Llavallol.
" F. H. Mulhall.
" A. Maveroff.
" Nicanor Fernandez.
" C. Santa Maria.
GENERAL MANAGER.
Sr. Dn. Pedro S. Lanas.

GOVERNMENT DELEGATE.
Sr. Ln. Hilario. Medrano.

AGENTS.
Argentine Republic.
Dn. Emilio Lahette.
Mr. Frederick Denehy,

Uruguay Republic.
Dn. Victorio Raggio.

Empire of Brasil.
Sr. Comendador.
Dn. Manuel Calbo.

BANKING OFFICES.
213½ ——PIEDAD——213½
Buenos Ayres.

The objects of the Company are mutual.

Each Shareholder of the two or ten patacon notes has a share in the drawings which take place in June and December, semi-annually. The holder of one hundred patacons in notes is entitled to a Bond with quarterly interest coupons the interest on said Bonds being 10 per cent. per annum.

All funds received on sale of Tickets, Bonds, &c. are invested in mortgages on real estate and chattels, and the vouchers of same lodged in the Provincial Treasury under the special charge of the Government delegate, appointed to inspect the affairs of the Company.

The Popular Argentina gives the following securities:—

1st. Administrative and guarantee capital $500,000, besides a reserve fund to be formed of $50,000, afterwards to be increased to $100,000.

2nd, Invertion of all the capital in documents secured by mortgages or property or loans on stock.

3rd. Deposition of these documents in the office of the Treasury of Buenos Ayres.

4th. Intervention in and fiscalization of all the operations of the Company, effected by a Board of Directors chosen yearly by the subscribers themselves.

Every half year reports are published of the tate of the Company's affairs.

Circulars and pamphlets, with the fullest particulars respecting this company can be had on application at the Banking Office, 213½ Calle Piedad, Buenos Ayres.

"LA ESTRELLA"

ARGENTINE COMPANY FOR INSURANCE AGAINST FIRE,
AT FIXED PREMIUM.
CAPITAL, ... 2,000,000 HARD DOLLARS
Sanctioned by Decree of National Government, October 24th, 1865. Also by the Provincial Executive, dated 23rd of same Month and Year.]

MANAGING COMMITTEE.
PRESIDENT:
Don Enrique Ochoa.
VICE-PRESIDENT:
DIRECTORS:
Señor Don Tomas Armstrong.
" " George Temperley.
" " Francisco Bustamante.
" " Henry N. Hart.
" " Alex. Sivori.
DIRECTOR-GENERAL:
Don Francisco F. Moreno.
INSPECTOR
Guillermo Schindler.

The Company Insures against Fire on very small Premiums. Every class of Buildings and Goods, whether private or industrial.

Goods in Customs Deposit may be likewise Insured.

Insurers in this Company contract no other obligation than the payment of the stipulate Premium on the Policies, the Company being only responsible for such injuries as they may suffer from Fire.

Among the general conditions of the Police there is one of particular advantage to Mortgage Creditors.

The company offers the following Rewards:—
$f.40 To the first Hose ready to lend assistance
$f.20 To the second do. do.
$f.20 To the first pipe of water.
$f.4 To each of the five succeeding pipes
Which run to the fire of any Edifice or Property Insured in THE ESTRELLA, on making known his choice of the Reward, or a Certificate issued by the Police authorities to such as shall have assisted at the mishap.

The Company will also give a Reward of $f.4 to whoever shall present themselves at their Office, o give Notice of any Fire within the Municipal boundary.

POLICIES Issued, and all further particulars to be had, at the Head Office, No. 112½ FLORIDA —Up stairs—or at any of the Country Agents.

MARITIME DEPARTMENT.

By virtue of Decree of the 2d of April and 9th of June last, of both Provincial and National Governments, and also having been duly registered in the Public Archives, this Company has been authorised to issue Maritime Policies, in accordance with the laws and regulations, in such case made and provided.

For further particulars apply to the Office of the Company, 2 11 Florida, up stairs

THE BIENHECHORA DEL PLATE LIFE ASSURANCE COMPANY.

SPLENDID INVESTMENT
FOR THE
CAPITALISATION OF SMALL INCOMES, PENSIONS, RENTS, &c.

GOVERNMENT DELEGATE:
Sr. Don José Maria Cantilo.
COMMITTEE.
Señor Don Victor Martinez
" " Eduardo T. Mulhall
" " Francisco Alcoben
" " Julio Sanchez.
" " Dr. Vasivilasso.
DIRECTOR-GENERAL:
Don Francisco F. Moreno.
OFFICE:
112½ CALLE FLORIDA (Up stairs,

POSITION OF THE COMPANY,
31st MAY, 1872.
SUBSCRIBED CAPITAL:
Hard Dollars, 4,391,016:33.
No. of Policies..4,243—Securities, $f1.792,745:90

It being an admitted fact, that "Money make money," the object of LA BIENHECHORA could not be better, since it opens a vast Savings Bank for the surplus or savings of the Public to at, by the proper employment of these smally gains, a moderate capital, or even annuity, may be secured in a short time. By this means a provident, though helpless, family can husband the small means, and, in the end, attain a competency.

It being proved that the accumulation of interest is the most powerful means of augmenting the capital, THE BIENHECHORA DEL PLATA—an Argentine Company, whose own investments are in the country—holds out to Subscribers greater advantages than any other Institution, by reason of all its dealings being in the River Plate, where are current as large interests as in any part of the world.

THE BIENHECHORA DEL PLATA receives Deposits of from Five Patacones per Annum up to any amount in Week

LETTERS OF CREDIT ON SOUTH AMERICA.
The NATIONAL BANK in LONDON, and all its BRANCHES in IRELAND issue
LETTERS of CREDIT,
Payable in the
RIVER PLATE.
To persons desiring to remit or bring money to South America, which will be paid at the current Rate of Exchange, without any charge.
Similar LETTERS of CREDIT may be obtained from
LUMB, WANKLYN AND CO.

The Labour Office.

DECREE
OF THE
National Government.

Considering the advantage to Immigrants of an Office where they would be supplied with work on landing, and there being funds enough at the disposal of the Immigration Department, as shown by the last Annual Report, the President of the Republic hereby

DECREES:

Art 1. Let an Office be created under the name and title of "Labour Office," under the direction of the Immigration Committee.

Art. 2. The staff shall consist of a Head Clerk with salary of one hundred and fifty patacons per month, with an Assistant at fifty patacons per month, another fifty being also allowed for Office expenses.

Art. 3. Let it be communicated, published, and entered in the National Register.

SARMIENTO.
DALMACIO VELEZ SARSFIELD.
ED. FOX, Secretary.
b., 266 xp j24

The Standard.

"Nil falsi audeam nil veri non audeam dicere.
CICERO.

SATURDAY, SEPTEMBER 14, 1872.

REVIEW FOR EUROPE.

New lines of telegraph completed, new railways begun or new sections opened to traffic; such are now almost daily occurrences, and they have become so common as to lose interest for the general public. Mr. Burton has added this week 386 miles of telegraph to the thousands already working, through the Provinces, the last branch being that which traverses Entre Rios and connects the ports on the Parana with those on the Uruguay. Since the pacification the province of Entre Rios has made much progress, and on the 5th inst. the Government signed 3 important concessions for railways and tramways along the Uruguay; the principal line from Concordia to Gualeguaychu being about 130 miles. During the past week Governor Acosta of Buenos Ayres has been no less busy in railway matters: Mr. Crawford submitted his plans of the Transandine surveys across the Planchon, which have been received with much favor, shewing that the length to be accomplished on the Argentine side is 730 miles (three-quarters over level country) and on the Chilian side only 59 miles, to place B. Ayres and Valparaiso in a continuous line of railway. Meantime Congress has taken up a bill proposing six new railways in the interior, one of which would connect our Buenos Ayrean system with Mendoza and San Juan, and then an Andine line through Los Patos pass would cross into Chile. As regards the Cordoba and Tucuman line there seems some delay, for it is believed Messrs. Lumb and Telfener have not yet signed the contract: the sudden rise of iron in England may be partly the cause, and some people say the line cannot now be made for £4,000 a mile without much loss. Mr. Billinghurst handed in, this week, to Gov. Acosta his plans and surveys of the line to Rosario and branches to Zarate, San Pedro and San Nicolas: the engineers commence on Monday the surveys for the branch from Capilla Señor to Giles, Fortin Areco, Salto and Rojas; and Mr. Wolffe Barry proceeds to England by this mail to send out material. The main line from B. Ayres to Rosario will be 189 miles, the branches altogether about 300 more, traversing the richest farming country in the whole Republic.

The National Bank project remains undecided, the members of Congress being fairly puzzled by the multiplicity and variety of schemes submitted, some concessionaires asking too much, others nothing at all. At last it has been proposed to nationalize the Provincial Bank of B. Ayres, but this project also is viewed by many with jealousy. The probabilities are, that the bank question will be settled some way thissession, and no longre come up every year (as it has done in 1870, 71 and 72). The tedious capital question, has been again thrown out this week after one House had agreed to move the seat of Government to Rosario.

The news from Brazil is satisfactory, our envoy, Gen. Mitre, being so much restored in health as to be able to make a trip to Petropolis. He is understood to say that all fear of difficulties is at an end, and that as soon as some matters of detail are arranged he expects to be able to return to B. Ayres before the hot weather of Christmas.

Our Cabinet Ministers are quietly discussing the Chaco question with the Bolivian Plenipotentiary. At the same time we have good news of the Vermejo expedition, and the Company has applied to the Government for a further subsidy towards the navigation of that river. This result would open up three or four of our more remote provinces, besides giving Bolivia an outlet towards the Atlantic, shorter than the Mamoré, Madera and Amazonas route.

In an extra street will be found Mr. Revy's report of the canalization of the Boca and Riachuelo, in opposition to Mr. Bateman's port project, or at least postponing the latter till after the formation of a port at the Boca, with 3 docks of an aggregate area of 100 acres and wharfage accommodation of 4,000 yards: the estimates, not including piers or warehouses, are £144,000 sterling, and this would give us a canal two miles long where vessels drawing 16 feet could enter. The project recommends itself by its extreme simplicity and trifling cost, and the Provincial Government has appointed M. Ringulet and another engineer to examine the plans and report on the matter.

The various Argentine Provinces are in profound peace, and men's minds seem to be entirely engrossed in schemes of money-raising and industrial enterprise. The Cordoba Legislature has passed a law authorizing a new loan not to exceed £600,000. At the same time a prsposed loan to the Province of Santa Fe is reported, for £1,400,000 sterling, the money to come from London. The people of San Juan are much interested in the development of the Marayes coal fields discovered by Klappenbach, the matter being still before Congress; while advices received this week from Mendoza speak of another coal discovering there.

Rural interests in B. Ayres look most promising, and before this mail reaches England the estancieros will be in the midst of the shearing. The flocks are in good condition, the clip promises to be a fine one, the camps are covered with grass after the recent timely rains, and lands and stock are of easier sale than for some years back, at enhanced prices.

In town the rage for buying houses and sites for building continues unabated, with every appearance of increasing rather than abating, as the growing cheapness of money induces investors to look for income in rents. Within the last month sites by no means in the most central business streets have been sold by auction at prices as high as £4 per square foot, being almost double anything hitherto known in our city. Only yesterday lots of ground in Flores, a few miles out of town, were sold at rates varying from £1,000 to £1,400 per acre.

The Santa Lucia section of the Central Uruguay railway will be opened to traffic to-morrow, and as soon as the bridge over that river is ready a formal inauguration will take place under the auspices of Messrs. Waring's resident engineers. A new project for a port at Montevideo, in opposition to Waring's scheme, is under deliberation.

In our commercial columns will be found a full repertory of the business transactions of the fortnight. Exchange has declined somewhat owing to the sudden scarcity of drawers, and bills were passed to-day at 50¾. One of our new banks availed of the fall, and has drawn for about £150,000 stg., which it is supposed is for capital account. Business shows signs of returning activity, and as the shearing season approaches, and saladero season nears, there is a stir in every circle. The season at hand promises well; money is very abundant, real estate property continues rising, emigration keeps steady at former rates, and even shows a slight increase; National Bonds are temporarily weak, caused by the fear of a new emission; all other securities are firm, and look upwards.

Exchange on England, 50¼-50¾.
" Antwerp, 5.35-33.
Discount rates 6 to 8 per cent.

THE NATIONAL BANK.

The creation of a National Bank in his Republic is a step so pregnant with results that the plurality of projects now before Congress is in nothing surprising. The step about to be taken is worthy to engage the labor of patriots and the combined action of parties. The political, pecuniary and moral benefits which follow in the wake of at horoughly sound, good, National Bank are above all exaggeration. The influence of a National Bank is so immense that it reaches every individual —every institution. From the President to the peon, all are affected by it, all are concerned in it, and concerned in it to the extent of their property and dealings. The Treasury, with its millions, shares in proportion the same as the poor laborer who works from sun to sun for the few dollars wherewith to support his family.

The National Bank, if well and safely launched, is for the Provinces of the Interior a reform of the first magnitude, a reformation with healing on its wings, bringing stability to the Government and blessings to the people. But if from the seals of a National Bank charter so many benefits are derivable and so much good in its train, so also, on the other hand, no estimate can be made of the moneyed losses, direct and indirect, which a rotten scheme would be certain to entail; a national calamity more universal cannot be imagined. The danger is so great that many would prefer to see all the Bank measures now before Congress thrown out; but this is an error —a National Bank is now an accepted necessity, and must be met.

Without in the least entering into the merits or defects of the various projects before Congress, it may be useful to take up some radical points which demand the especial attention of legislators. The fight which up to the present has been going on respecting the share of profits apportionable to the Government is, in the consideration of so mighty a subject, utterly undeserving of notice, it is a sort of discreditable dispute for spoils that may never exist. The share of possible profits is entirely a secondary matter; let Pres. Sarmiento and his coadjutors look to it well. The Nat. Bank involves the existence of the Nat. Government, it affects the life of the cabinet, and flowing from the same source, are anarchy, violence and dissolution. The scheme may yet strip the Treasury in an instant of every dollar it possesses: This! not the Spoils, Mr. Dominguez, for your consideration.

All the projects at present under consideration are based upon the right of emission. Without that right we admit the Nat. Bank would amount to nothing. Yet it is the emission that gives unlimited power and creates unlimited bankruptcy, too much care therefore in harnessing down this great banking element cannot be taken, and the welfare of the bank and the country hinges upon the prohibition of small notes.

The evils of a small note emission are so patent that it is indeed wonderful that small bills are in any country tolerated. Small notes are a curse to the banks and a nuisance to the public, and always lead to embarrassment; they go into the hands of laboring people, become greatly diffused, and give rise to panics. It is the holders of these small notes that give continuance to a panic when once raised. The small dollar multitude cannot get into the bank counting-room to examine assets and ascertain an ultimate liability. They besiege the bank doors, they rush to the counter and demand payment. They assemble in crowds, and spread the alarm; when once started the alarm becomes contagious. When the Bank of England first started £100 was the smallest note issued, and it took 103 years for that Bank to work from £100 to £1 notes. When the Bank of England notes were down to £1 (we believe, in the administration of Sir Robert Walpole) what were the consequences? Specie was fairly driven out of England to France and Holland; gold and silver coin of every denomination was banished; the legitimate founder of all banks, specie, was removed. Now let us consider our own case: the circulation in the Interior is in Bolivianos; imperfect as is this coin, it is always coin, and if the small notes of the national bank are to take the place of the trifling silver in the hands of the people of the provinces, not a single generation will elapse before the error will be discovered. The currency of Buenos Ayres is in every sense exceptional—labour is so dear, employment so abundant, that the laboring classes soon become bank depositors; their earnings, dealings and savings are represented in large bills, and we doubt if there is one in this city who hoards up one dollar bills. Our paper money is privileged, peculiar and compulsory.

We all stand by the paper dollar as a necessity, and bolster it up by privileges which are hostile to our institutions and contrary to the fundamental principles of good and free government. But are we prepared to settle upon the nation a second edition of this insidious paper dollar? By what right do the founders of this new National Bank demand that its notes should be privileged, peculiar, or compulsory? The new bank charter will, doubtless, limit the emission, so it is unnecessary to treat on that point; but there is no evidence to show that the new bank charter will prohibit the emission of small bills, and this we demand. The National Bank should not emit bills of a lower or smaller denomination than *five patacones*.

As for fiscal privileges, the subject hardly merits attention, since they are not only contrary to the spirit of the age, but contrary to the codified law of the land. Every tub must now stand upon its own bottom; all banks must have equal privilege, equal responsibility; the legal iniquity of allowing one bank to take priority of another is not to be thought of, nor should it be asked. True, the Provincial Bank enjoys it; but that bank must not be held as a precedent for anything, save its excellent good management during the last decade. Better no National Bank at all than a bloated, fiscal-privilege concern that would ride roughshod over every creditor, suck the whole country dry to make dividends for the shareholders, and ultimately, owing to the magnitude of its fiscal rights, lend out right and left, and burst up at the very moment when by its books it was making the most money.

There is another gross and unjust banking system tolerated in this Republic to which attention must be called, namely, judicial deposits. The present rule is that all judicial deposits are held free of interest, and in the applications for the new National Bank charter we notice the same judicial injustice is attempted. Judicial deposits, if not for fixed dates, are certainly, owing to their nature, deposits for an average period. Litigation in this country is both tedious and expensive, and by the present banking system in this regard it becomes still more costly. There is no sound reason why judicial deposits should not earn interest. In England, it has always been the rule in the Court of Chancery to see that the moneys that come into that Court "pendente lite" be safely and properly invested; and certainly the same rule should exist here. A judicial deposit in this country will always be for a month, and still more likely for a year; therefore, in the framing of this new Bank Charter Congress should have a care for the interests of a class who already, through the imperfections of our judicature, have to suffer much; and all judicial deposits in the new Bank should be entitled to a fair minimum interest.

The Government, it seems, is to be a large shareholder in the bank, but its interest according to the reading of the projects is to be purely beneficial: under such circumstances it should have no interference in the management. Dangerous as is the emission element, still more so is the Government element, and it may be accepted as a settled rule in banking that the more a Government has to do with a bank the less business the public will have with the concern. The power or interference of the Government in this National bank cannot be too explicitly defined, or too fairly restricted. The bank should be entirely independent of the Government, although in all its financial business the Government should be dependent on the bank. As so much stress has been laid upon the Bank of England and its relations with the British Government, respecting which some of our statesmen are quite at sea, the following short abstract of the Bank act of 1844 will be of interest—

"§ 1. Provides for "the issue department of the bank of England", which shall provide the notes payable on demand, and shall, from August 31st, 1844, be kept wholly separate and distinct. § 2. Provides, that on Aug. 31st, 1844, the bank shall transfer to the issue department, securities to the value of 14 millions, the debt due by the public to be deemed part; that the banking department shall transfer to the issue department all the gold coin and gold and silver bullion not required; that the issue department shall deliver to the banking department such an amount of notes as with those in circulation shall equal the securities, coin, and bullion, transferred to the issue department. That the bank may not increase but may diminish the amount, and again increase it to any sum not exceeding 14 millions. § 3. Provides, that the bank shall not retain in its issue department at one time, silver to any amount greater than one-fourth the gold held at the same time. § 4. Provides, that notes may be demanded for gold bullion at the rate of £3 17s 9d. per oz. of standard gold. § 6. Provides for a weekly statement of the affairs of the bank. § 7. Provides, that the bank shall be exempt from stamp duty on their notes. § 8. Provides, that the bank allow £180,000 per annum out of the amounts payable by government for the exclusive privileges of banking. § 9. Provides, that the public shall receive such profit as may be obtained by an increase of circulation beyond the amount provided by section 2. § 10. Provides, that no other banks of issue be allowed but such as were in existence May 6th, 1844. § 11. Provides that no banker in England, or Wales, shall issue any bill of exchange or promissory note payable on demand, excepting such bankers as were in existence May 6th, 1844. That no company now consisting of 6 or less than 6 partners, shall, if they exceed that number, be allowed to issue notes. The important provisions designed by this act were that the bank might issue £11,000,000, for which the public debt due the bank should be security, and £3,000,000 on exchequer bills and such other government securities as it might hold, but that for every pound sterling issued beyond the £14,000,000, the bank should hold an equal amount in gold and silver."

It would be tedious to the reader to go further into this matter, particularly as very able correspondents have taken up the subject. We hail it however as a good sign to see the strong array of names that are at the foot of these projects; men of the first standing in our commercial circle have stepped from the ranks to promote the cause. May it prosper! Of all the measures calculated to advance the country, a National Bank stands first; safely launched and prudently managed it will become the grand artery of trade, commerce and national prosperity, irrigating the parched up markets of the upper provinces with a metallic stream that, meandering through the little towns will put new life and blood and energy into the country, and flood back into this market in a torrent of prosperity bearing in its course the thousand products of the land and the happy industry of man. To give this nation an institution pregnant with such advantages is a mighty scheme; hands to the work editors, legislators and merchants—we lack aid to push it through, but nothing beyond a straightforward and honest charter based upon a sound metallic capital.

ARGENTINE PROSPERITY.

The prosperity of the River Plate at the moment is above quibble. We see it in our markets, cities, towns—even to a certain degree in our camps; and our attention is the more particularly called to it by the numerous schemes before the public for the establishment of a National Bank, for, after all, the creation of such an institution springs more from its necessity than from the genius of the wisest concessionaire. Even at this moment there are many wise heads who consider that this scheme is before its time, but we do not agree with them. With the trade returns of the nation before us, the immense system of telegraphs spread over the country, the various lines of railway building or about to be built, and the grand fleets of steamers trading between Europe and the R. Plate, we believe that the time has arrived when every shackle on legitimate industry should be stricken off and capital called up to meet the wants and requirements of the nation.

The Argentine economist who attempts to trace the prosperity of the Plate will find a very wide field for speculation. The growth of our staples, wool, hides, and tallow, is beyond doubt the growth of the country itself —but if we limit our observation to the consideration of these staples, so also must we limit our prosperity to those engaged, either directly or indirectly, in their production or sale; and hence we discover the fact that beyond the sheep and cattle farms of B. Ayres, Santa Fe, Entre Rios, and Corrientes, the nation is as poor to-day as fifty years ago.

Meantime we must confess that the Interior presents some signs of a growing prosperity. We know it by the demands of the dealers and the quality of the merchandise that finds a good and remunerative market in the Upper Provinces. In what the wealth of the Interior consists it is difficult to say: its mines may yet startle us all, but to the present their yield is insufficient to tempt the investment of much capital; beyond the wheat fields of Santa Fe and Cordoba we know knothing of them. Manufactures are of course out of the question; and yet all who have visited the Provinces admit there is a change, and a change for the better. The plain fact of the matter is, the River Plate is a rich but narrow market, and the country itself is rich, but not in money. Money is worth 6 per cent. in Buenos Ayres, while it is cheap at 18, 24, or 36 per cent. in Cordoba, Tucuman, or Mendoza. The immense plethora of European capital finds an outlet in the River Plate, but only on the river banks, and only within range of the Buenos Ayres Great Southern Railway or Castro's circuit of camp bridges.

In no country in the world has industry been more limited by capital than in the River Plate; and it is a delusion to suppose that we can increase our industry without increasing our capital. Take the Buenos Ayres of to-day with money at six per cent. per annum, and the Buenos Ayres of five years ago with money at 12 and 15, and in the rate of interest read the rate of progress, of industry, of prosperity. Not if the people of the Interior were the most industrious on the face of the earth could they thrive or make headway against an interest rate of 24 per cent. per annum. There exists no trade, no industry, no business, capable of supporting such a tax; and if we strain an effort now to burst the limits of this confined River Plate market, and seek to level up the Provinces, we must begin at the foundation, and create industry by creating capital. There is no limit to the increase of production in the Plate but the deficiency of capital. Whatever may have been urged as to the scarcity of hands is removed by the census returns; there are hands in the Interior amply sufficient for one hundred times its present products; and as for land, which is the chief desideratum in every country, not even the United States can outrival us in this respect. Much stress is laid upon the indolent habits of the people, but in the consideration of this point we must not lose sight of the fact that these people have been bred, born, and reared under the present state of things; the great inducement of profits, high wages, and the principles of accumulation, have been ever kept from them; drudgery and poverty mark their history— industry, skill and economy were useless to a people without a market or a dollar. Have we not seen but a couple of years ago the maize crop of Chivilcoy used as firewood by the chacreros, whilst our neighbours, the Brazilians, were importing oats from Poland, and Indian corn from the Bosphorus?

The people of the Interior lack neither the spirit of industry nor the ambition of accumulation, but they require the ordinary facilities which capital alone supplies; they want seed, farming implements, and a market. The intelligence of the Provincianos is up to the ordinary level; some of our most distinguished men come from the most neglected and least productive Provinces, and if we now pour into their country fresh capital they themselves will speedily develop fresh resources.

Even a cursory glance at the condition of provincial property and provincial customs is sufficient to show that the whole upper country is ready for as great a development as the Western States of the Union were some thirty years ago. The Upper Provinces consist of two holders, the Governments and small landed or peasant proprietors: here we find everything inviting for the careful employment of capital—the land is rich and arable, it is held and owned by the farmer in fee. If he toils and labours, it is for himself and his family: the ground he tills is his own. The great pasturages of Buenos Ayres are unknown in the Upper Provinces; small farms are the rule. There are no opposed classes as in Europe—the one shews all. The landlord, the tenant, the middleman, even the agricultural labourer—all are embodied in one, offering in an economic sense (it we only prize the advantage) the splendid nucleus of a nation of freemen and a land of yeomen. If there is misery and indigence in the interior, the Governments and not the people are to blame. We well remember last year, when travelling through Cordoba, the agricultural poverty we witnessed. A family of seven with a small piece of land, say 100 acres, lived on the products of a flock of goats and the few dollars the head of the family could earn carting firewood from the Monte into the city. The man toiled from sun to sun; the children cared the goats, and the poor Cordobese mother washed, cooked, and reared her family, and even tilled the little plot around the cabin, which betokened care and industry. Maize and watermelons were the crops. We ask, what future has that farmer? None! for seed he has none, farming implements he has none, capital he has none. Nevertheless, that man possesses the two most essential of all elements—land and labor; yet he is a serf, a helot, and a beggar. Now, it must be remembered this man pays no rent, renews no lease, pays no taxes worth speaking of, works and toils from year's end to year's end—and is still a beggar.

Could we but place in the hands of our legislators a little work entitled "Flemish Husbandry," published in the Farmer's series of the Society for the Diffusion of Useful Knowledge, they would learn how a family can live and thrive in Belgium on six acres of moderate land; furthermore, that this extent of land can be cultivated in the most perfect manner by the family without any aid from hired labor. In a farm of ten acres entirely cultivated by the spade, the addition of a man and a woman will render all the operations more easy; and it is shown that by spade husbandry an industrious man with a small capital, occupying only fifteen acres of good, light land, may not only live comfortably in Belgium and bring up a family, paying a good rent, but may accumulate a considerable sum in the course of his life. Place the Flemish peasant with 100 acres of land in Cordoba to day, and we doubt if, with all his industry, he will ten years hence be one iota better off than the Cordovese whose case we have just given.

The want of the Interior is capital, and it is to meet that want that a National Bank is required. A Bank that will lend small sums to small farmers for the purpose of raising crops and improving agricultural property; a Bank that will prove a useful moneyed institution not so much for the Government, or for the shareholders, as for the whole country at large such an establishment would prove the most beneficial to the poor landholders in the Interior, it is to help them, and them alone that a National Bank should be established.

In the crowd of projects that have blocked up the doors of Congress for the last ten days there is none, to our mind, which offers so easy a solution, so practical and beneficial an issue as that suggested in our money-article of Thursday, namely to Nationalize the Provincial Bank of Buenos Ayres, an idea which we are glad to see gains ground, avoiding the dangers of half-digested schemes, and supported by the prestige of our great monetary institution.

NATIVE CAPITAL.

Besides the many enterprises and institutions that owe their origin to British capital and management in this country we may turn with pride to the statement published in another column, of the Argentine Bank, as a conclusive proof of the high financial and business qualities of natives when properly directed. The Bank we allude to is just four years established in Buenos Ayres, and its history from year to year is a brilliant success. It is exclusively an Argentine institution, got up by natives, managed by them, and giving regularly fourteen or fifteen per cent. annual dividend. The shares have been at a premium from the outset, and are now at 14 above par.

For those of our readers who may not take the trouble to wade trough tables of figures we may condense the report in a dozen lines.

1st. The dividend for the half-year is 7 per cent.

2nd. The profits have been at the rate of 21¼ per cent. per annuin.

3rd. The reserve-fund laid by now amounts to 107,932$fts. after writing off 72,434$fts. for bad debts.

4th. The business shews an increase of 22 per cent. over the previous half year.

5th. The Savings Bank shews double as much money in new deposits as in sums withdrawn during the six months.

These returns are extremely satisfactory, and if we descend to minute examination of the business of the head house and the various branches we shall see on what a solid basis the institution stands, as well as where there has been most increase, and where some falling-off in business.

The head-house at B. Ayres shews an increase of 30 per cent. over the previous half-year in the cash movement, and 17 per cent. in currency and 31 per cent. in specie accounts-current.

Rosario cash movement shews a decline of 26 per cent. in specie and 7 per cent. in Bolivians, a similar falling-off being noticeable in all the business of that branch. Meantime there has been an increase of 15 per cent. in the notes issued in Rosario and the Provinces.

Parana has nearly doubled its cash movement, and all the items shew an increase.

Santa Fé, taking all the business 'in globo,' is about 10 per cent. over the previous half-year.

Cordoba cash movement has gone up 12 per cent., accounts-current 19, and fixed deposits 35 per cent.

Concordia, for the same reason as Paraná, has improved wonderfully since the pacification of Entre Rios, the cash movement having risen 22, and accounts-current 30 per cent.

In fact the increase of business is not merely in B. Ayres but in all the branches except Rosario, where trade has been for some time languishing. We shall close these brief remarks by observing that B. Ayres stands for 77 per cent., Rosario for 10, Cordoba for 7, Santa Fe for 2½, Parana for 2, and Concordia for 1½ of the whole business of the Bank during the half-year.

We congratulate the shareholders on the continuance of such high dividends, and think Argentines may well feel proud of the Argentine Bank.

THE FRAYLE MUERTO COLONY

There is something solemn in the fact that the Frayle Muerto Colony has collapsed. So solemn that we cannot allow the pioneer of that once splendid colony to leave without a few remarks.

Mr. Frayle Muerto Bell sailed in the Olbers for his native land. After long years of patient soil he leaves the settlement which he founded, in such thorough disgust that he has not allowed a stick or stake to remain standing on his farm, and has levelled his house so as to erase if possible even the recollection of the 'tapera'.

If Columbus discovered America, certes Bell discovered Frayle Muerto, and if Mr. Bell's discovery has resulted in nothing, save the most terrible discomfiture, the Government of the country is alone to blame.

It would be difficult to imagine, in the ordinary routine of life's affairs, a starting more favorable than what this unhappy colony got. Mr. Bell struck out in the early part of the year 1864, and with the prospect of a railway soon to be made, cheap lands, fine climate, a government welcome, and a cheer from his countrymen in the Plate, he pitched his tent in that out-of-the-way spot, determined, with the aid of a little capital, and indomitable perseverance, to found a British agricultural colony that would be a credit to his name and his countrymen. Hardly had he purchased his land and begun his house, when many young Englishmen of good capital and family followed in his wake; lands were bought, stock driven up from Buenos Ayres agricultural machinery imported, there was at once a stir in the camps of Frayle Muerto that astonished the natives and was even felt at Cordova. Down here in Buenos Ayres we heard so much of the prospects of Frayle Muerto, that even British merchants took a run up to the place to have a look at it, and some bought lands, others recommended friends to settle there. We well recollect the Frayle Muerto enthusiasm of 1865, when a Scotch pedagogue left his school room to secure a league or so before it was all gone.

Even in 1867 or 1869, the Frayle Muerto enthusiasm held good, and in 1870 the President of the Republic made a pilgrimage to the colony, and was so satisfied with its success that he struck from the Argentine geography the ancient name of 'the dead Friar' [Frayle Muerto], and baptized the place with the more euphonius title of Belleville. Fine and imprisonment to the man who henceforward called the place Frayle Muerto. When we passed up to the inauguration of the Cordova Exhibition it was Belleville here, Belleville there, Belleville everywhere; but when we came within hail of the colony we stretched our eyes to their utmost to catch from the railway car a glimpse of those smiling corn-fields which years of repeated correspondence from that quarter had pictured to our mind's eye. All, however, that we saw of the Belleville farms on that occasion was the Railway restaurant, and some half dozen of our fellow countrymen who reminded us painfully of the picture drawn by an absentee American of the plight of some STANDARD cotton growers in the would-be cotton plantations of Corrientes.

We have no wish to overdraw the picture; the subject is for us a disagreeable one, but we do say that this Frayle Muerto business is a bitter lesson, teaching facts which we have preached in this paper from year's end to year's end, and winnowing our countrymen of delusions which too long have deceived them.

If there is an Argentine who reads this article, and who possesses the least interest in this country's future, let him pause and consider that it is such men as Bell and his compeers who constitute the bone and sinew of a young country, and that had they started in Minesota or Wagga Wagga instead of Frayle Muerto they would have succeeded.

Nay more, had Frayle Muerto Bell remained in this province, his eight years hard work would not have ended in loss and discomfiture, and this brings us to a point, which for the last ten years we have stoutly maintained and which is now beyond all question. '*The camps of Buenos Ayres are the true frontiers of British agricultural industry in the Plata.*' Had Bell started at Chivilcoy at Lujan, at Chascomus, or at Rojas, he would have succeeded. His league of land would be worth to-day double what he paid for it in 1864; his flocks would have increased instead of dying right off, in one season, on the poisonous pasturages of Cordova; his cows, horses, and mares would have multiplied and increased, instead of being swept off in broad day light by the Indian trafficker of the Chilian market. His machinery would always have a market value, and the doors and windows of his house would certainly possess a higher value than mere fire wood.

Of what use, we ask, is it to start at the Government House a grand agricultural department, when pioneers of industry, such as Bell, are left to perish on the frontier? Had the Government stood by this colony at all cost, quartered strong detachments on the line to protect the ploughman from the inroads of the savage or the onslaught of the gaucho what a very different picture would Belleville afford to-day! And the few farmers who still cling to their holdings out there, and struggle on hoping against hope, are they to be left to their fate? We should hope not. Every exertion of the Government should be made to keep this once flourishing colony alive. The seeds which Bell has sown there may yet take root: let us dare hope so, and that, as the attention of the Government has been called to the matter some slight effort will be make to keep poor Belleville together.

SIX NEW RAILWAYS.

The Senate of Congress has unanimously approved of Senator Carril's grand project of a network of narrow gauge railways through the Central Upper Provinces to the limits of Chile and Bolivia, comprising as follows:

1st. From Chivilcoy to Mendoza; passing through Junin, Mercedes, San Luis and La Paz; about 600 miles.

2nd. From Mendoza to San Juan, with a branch either at Uspallata or Los Patos crossing the Andes to San Felipe in Chile: about 200 miles.

3rd. From Totoralejos to San Juan, passing through Catamarca and Rioja: about 400 miles.

4th. From Tucuman to Salto and Jujuy: about 250 miles.

5th. From Cañas (on the Tucuman and Salta line) to Santiago del Estero: only a few miles.

6th. From Rio Cuarto to Mercedes, in San Luis, about 60 miles: this last to be of wide gauge, and same as on the Central Argentine and Rio Cuarto lines.

Here we have over 1,500 miles altogether, and the Government is to call for tenders to construct these lines on a gauge of 1 metre at £4,800 a mile, allowing double this figure for the mileage of the line over the Andes. The Government to be authorized to give a guarantee of 7 per cent. on the outlay, such guarantee payable in Bonds at par.

A term of six months will be fixed for receiving proposals, and concessionaires must lodge £10,000 as security that they will fulfil the stipulations, namely—1st, make the surveys at their own expense and present them along with the statutes of the Company within 12 months; 2nd, commence the works within 12 months from approval of same; 3rd, conclude the lines within 5 years later. For every month later a fine of £5,000, and a bonus of same amount for every month sooner.

The Government to cede at a fair price whatever plans or surveys it may have, bearing on these lines, and the companies to be formed either here or abroad, but with legal residence in the Republic and only transfer offices abroad. The lines to be delivered in sections, and the guarantee calculated on a basis whereby half the gross receipts shall be taken as the net profits, except in the line over the Andes, in which 55 per cent. shall be allowed for working-expenses. The Government may interfere in the tariff whenever the net profits reach 10 per cent.

The sum of 5 million $fts. [say one million sterling] is to be taken out of the surplus on the Cordoba and Tucuman railway item in the Public Works Loan, and the Minister of Finance will subscribe for £200,000 worth of stock in each of the first four proposed lines, while the 5th will be made entirely at the cost of Government and supplied with rolling-stock from the Tucuman and Salta line. As regards the prolongation from Rio Cuarto to Mercedes, in San Luis, the funds will be at first taken from the Public Works loan, but afterwards replaced with the proceeds of the 17,000 Central Argentine shares held by Government, as soon as they can be sold at 10 per cent. premium: the line to be made at Government expense, same as the Villa Maria and Rio Cuarto line.

Such is the vast project which has been sent before Committee with a favorable vote, and if it come back to the Senate with approval and recommendation it will probably pass through both Houses of Congress, as all the up-country Deputies are naturally interested in its favor. But we must bear in mind that the Finance Minister is strongly advocating economy in the public revenues, and the scheme as at present framed may find in Mr. Dominguez a strong opponent. Under such circumstances President Sarmiento would either have to veto the bill or lose his Finance Minister.

Supposing, however, on the system we suggested yesterday, that Congress and Government agree to limit the guarantees on these lines to ten years, the surplus seven millions on the Tucuman item would provide for any probable deficit on these lines, or at least three of them. Take for example:—

	Miles	Cost
Chivilcoy to Mendoza	600	£2,880,000
Totoralejos to S. Juan	390	1,872,000
Tucuman to Jujuy	250	1,200,000
	1240	£5,952,000

If these lines do half the present traffic of the Central Argentine they will produce a net profit of £160 a mile, and as the 7 p g. guarantee on £4,800 would be £336 a mile it follows that there would be a deficit to be made good by guarantee of £176 a mile or £218,240 a year on all three lines collectively. The surplus 7 millions $f. (with interest) would suffice to cover the entire deficit for 7 years, and the 17,000 shares held by Government in the Central Argentine would make up for another year and a half, thus bringing us almost to the conclusion of the term of the guarantee.

In this manner we should possess over 1,500 miles of railway, connecting B. Ayres with Mendoza on the west and Jujuy on the north, besides opening up all the intermediate Provinces, as well as the resources of Catamarca and Rioja. And all this splendid result without any fresh burden the National exchequer.

There can be little doubt that if Messrs. Telfener and Lumb agree to make a difficult mountain line to Tucuman for £4000 a mile, we may easily count on finding contractors ready to make a narrow-gauge line over the Pampas to Mendoza for £4800 a mile.

We earnestly hope to see Congress adopt the project.

CATAMARCA AND SAN JUAN RAILWAY.

Messrs. Klappenbach, Garmendia, and Bernardo Iturraspe have again presented themselves to Congress, praying for a concession of a narrow-gauge railway to connect San Juan and Cordoba, with some amendments on the scheme as presented in last year's session. The original project was a line drawn straight across the Sierras from Cordoba to San Juan, 330 miles in length; but now it is proposed to make a branch line of the Tucuman Railway from the station of Totoralejos to Catamarca, Rioja, Papagallos, and San Juan; total length, 390 miles. The amended project possesses the advantages of connecting the capitals of the provinces of Catamarca and Rioja, heretofore excluded from our railway system, and passing through the richest mining districts of silver, the newly-discovered coal-fields of Marayes, and a splendid portion of the San Juan territory most suitable for wine-growing.

Taking for model the Telfener and Lumb concession of railroad from Cordoba to Tucuman, the cost of the enterprise before us is put down at two millions sterling, say £4,000 per mile, and on this the proponents seek a guarantee of 7 per cent., besides permission to forward materials on the Tucuman line at half-price, from Cordoba to Totoralejos. If we suppose that the line did half the traffic of the present Central Argentine, it would yield about £160 a mile net profit, leaving the deficit to be made good by government, £120 a mile, or £46,800 per annum. Is the railway worth such a sacrifice? Let us hope Congress will answer in the affirmative. Then occurs the question—Can the nation support the additional burden? This is manifest, from the fact that Government has a surplus of 7 million patacones (£1,400,000), out of the item of Tucuman Railway, in the Public Works Loan.

This surplus, if devoted to meet deficits on new railways like the one before us, would more than suffice to pay £150,000 a year for ten years, or enough to provide for three such railways—say one from Totoralejos to San Juan, another from Rio Cuarto to Mendoza, a third across the Gran Chaco from Santiago to Corrientes, or from Catamarca to Bolivia. Then every capital and province in the Republic would be brought into our railway system, and the network made to embrace from Bahia Blanca to Jujuy. In all probability, judging from our past experience of railways, these lines would be in ten years independent of guarantees. However, to guard against any interminable burden to the Republic, the Government could give future concessions with only ten years' guarantee. We have seen how the trade and finances of India doubled in eight years by the formation of railways, viz.:

	1858.	1866.
Imports -	£31,093,065	£56,156,529
Exports -	28,278,474	67,656,475
	£59,371,539	£123,813,004

It is not unreasonable to suppose that similar results would be experienced in the Argentine Republic. Hence Congress need not enter minutely into the estimates of traffic and net profits when a line of railway opening up 3 new provinces is laid before them, but give the concession off hand.

Of course Messrs Klappenbach and Iturraspe submit a flattering schedule of what they consider the likely returns of the proposed line. They calculate that 50,000 acres in San Juan will be laid down under vineyards, and that the general trade of that province will increase 10 per cent. per annum that is doubling in 7¼ years: the revenue rose from 70,000$ in 1867 to 150,124$ in 1871.

The mining-districts to be opened up by this new line are the richest in the Republic, and many of them are in active working, with profit, notwithstanding the tedious and costly carriage of minerals for a thousand miles on muleback and other conveyance towards the sea-board. The distances at which the Totoralejos railway would pass the various mining localities would be as follow—

	leagues.
Catamarca mines	20—30
Famatina "	20—25
La Huerta "	2— 4
Morado "	4— 6
Portezuela "	12—15
Tontal "	20—25
Gualilan "	20—22
Castaño "	18—20

Until recently there was little stir in mining interests, but Mr. Klappenbach mentions purchases within the last year or two by the great Chilian houses of Edwards, Ossa, Escobar, Escobar, &c. of Valparaiso, as well as by the Bank of San Juan, Messrs. Tirruello, Garcia, &c. of any mines that are found to yield 50 marks to the cajon; adding that Ebbinghaus, Carranza and others in Buenos Ayres have agents in San Juan and Mendoza always on the alert. Meantime there are numberless mines that would give 20 or 30 marks to the 'cajon' now idle, because it will not pay to work them until easy and cheap conveyance can be provided, such as the proposed line, which further claims a right to make brauches to Gualilan, Castaño, Famatina and Capillitas. The Anglo-Argentine, Gualilan, Lafone and Carranza mines, of themselves, ought to find a good deal of traffic for a railway; besides the line would pass over the coal-fields of Marayes. At all events, Session sooner or Session later, we must have a railway to Catamarca and San Juan, and the scheme before us seems in no way unreasonable.

RAILWAY TO CHILE.

MR. CRAWFORD'S PLANCHON SURVEYS.

The plans of the Transandine Railway were handed in to the Government of B. Ayres on Wednesday, being 10½ months from the date of Mr. Crawford's departure with his staff from this city, on the hazardous expedition entrusted to him. We need not remind our readers how many sensible people predicted that the party would never return, but leave their bones in the Pampas: neither shall we further recapitulate the privations and sufferings which fell to their lot, than observing that three of the Europeans died, and the Doctor who was shot by one of the waggoners that had gone out of his mind recovered soon after the extraction of the bullets. The Indians, although constantly hovering about and keeping the party in continuous alarm, never ventured within range of the Spencer repeating-rifles. The result of the surveys goes to shew that the engineering difficulties in the part of the line across the Andes, although considerable, are by no means unusual in works of the kind.

The total distance from Buenos Ayres to Valparaiso is 1104 miles by the proposed route, of which 274 miles are in Chile and 830 in the Argentine Republic. Of her proportion Chile has already 215 miles constructed and but 59 to make in order to reach the boundary line between the two countries at the summit of the pass through the Cordilleras. Buenos Ayres has 100 miles of line opened to Chivilcoy, and between this place and the 'cumbre' of the Planchon intervenes a distance of 730 miles to be made up.

The undertaking is not so formidable as at first sight might appear, three-fourths of the Argentine section [say 550 miles] being over level Pampas where the cost of construction cannot much exceed five or six thousand pounds per mile, so that in fact an outlay of 3 millions sterling would take us to the foot of the Andes and shorten the overland route to Chile by fully one-half. If this part were first made it would reduce the gap to about 240 miles, to be accomplished on muleback or otherwise, till reaching the Chilian railway terminus on the other side. Travellers might then go from Buenos Ayres to Valparaiso in 5 days or less.

Those of our readers who may have crossed the Pyrénees or Mount Cenis will have a lively idea of the kind of railway requisite in crossing the Andes. There are 15 tunnels to be made, 6 on the Chilian, and 9 on the Argentine side, but none of them long ones, the total length of tunnelling being only about 2,000 metres, or 1¼ mile. There are two great viaducts, one over the Rio Malo valley in Chile, 190 feet high and 650 feet long (fancy travelling through the air at double the height of San Miguel tower; and yet there are more giddy passes in the Pyrenees, and a viaduct five times as long occurs even in the level country between Paris and Rouen). The second viaduct on the line is about 100 feet high and 200 long.

There are, of course, many delicate passes in the way of curves and gradients that will be perhaps trying to the nerves of people accustomed to level railway travelling as in our B. Ayrean lines. The sharpest curve has a radius of 574 feet. The steepest gradient on the Argentine side of the mountains is 1 in 30, but on the Chilian side there are some as steep as 1 in 20, the same as on Mr. Wheelwright's Copiapó line, which has worked for many years in the most satisfactory manner.

In one case, on the Chilian side, there is an inclined plane of 1 in 8, half-a-mile in length, which is too steep for a locomotive, and it is proposed to work this by a stationary engine and were rope in a similar manner to the long incline on the San Paulo railway in Brazil, which is 1 in 9¾. We remember having seen this method used on the Aix-la-Chapelle line in Belgium, and although passengers are wont to hold their breath going down the incline the danger is more apparent than real, it being simply a question of not putting too heavy a train attached to the wire-rope.

Bridges, there are only two of any note on the whole line, one over the Rio Diamante at San Rafael, 525 feet in length; another over the Rio Grande, in the mountain region, 328 feet.

The summit of the Planchon Pass proved to be much higher than was anticipated: its height is 8,225 feet above the sea, or 1553 feet higher than Mr. Fell's temporary line over Mont Cenis (while the tunnel was being bored). The Fell line had sharper curves than any on Mr. Crawford's plans, and gradients as steep as 1 in 12, whereas the steepest (as we have seen) for the locomotive over the Planchon would be 1 in 20.

We trust that Governor Acosta will not suppose us unduly inclined to favor Mr. Crawford because he happens to be a countryman. If any of the clever Italian engineers, such as Grattoni and his colleagues of Mont Cenis celebrity, had made the present surveys we should be cosmopolitan enough to lend our tribute of admiration as unsparingly and heartily as we now do. Mr. Crawford may add to his reputation by the works entrasted to him in this country, but his name is already well-known in engineering circles in London in connection with the Grank Trunk line of Canada and various railways built by him in Europe and the East. He says the railway can be made, and Messrs. Waring will scarcely doubt his judgment.

We had almost forgotten to say that he suggests the line should go from Chivilcoy to Mercedes, in the Province of San Luis, there to connect with the Rio Cuarto and Mendoza line, a project of which is before Congress.

THE TRANSANDINE RAILWAY.

To the Editors of the STANDARD.

Gentlemen.

I should feel much obliged if you would allow me to make a few remarks with reference to your leading article upon the Transandine Railway, in this morning's issue of the STANDARD, because there are one or two points in it, which, were I to remain silent might possibly give rise to some misconception as to my views regarding them. It is quite true as you have stated, that I consider a large portion of the line in Argentine territory to be of a light description as regards its works; but the cost of constructing it I should place much higher than £6,000 a mile, which you mention as its approximate cost.

I am aware that some portions of the railways in this country are said to have cost even less than this; but these are very exceptional cases. They were constructed when iron and indeed all materials were exceedingly cheap. Nor have the items of rolling stock, interest upon capital during construction, cost of forming the company and issuing the capital, and many other important sums been taken into consideration in these estimates, so that they by no means represent the total cost per mile of the railways they refer to.

I mention these matters because this erroneous impression with regard to the cost of railways here has already produced unfortunate results. It was this that caused the law to be passed fixing the value of railways, for the purpose of expropriation by the state, at £6,000 per mile, a piece of illadvised legislation, now happily repealed, than which, while it held inforce, nothing could have done more to paralyse enterprise and retard the development of railways in this country and its consequent progress and prosperity.

With regard to the danger to passengers upon an 'inclined plane' such as I propose at 'las Toscas,' in the event of the wire rope breaking, mechanical contrivances have long since been perfected by which powerful breaks, acting instantaneously, in a case of the kind, insure the complete safety of the passengers.

I am quite sure that I am expressing the views of the whole party when I say we have no wish that it should be supposed we had endured wonderful hardships. Of the three deaths that occurred in connection with the expedition two certainly were not produced by hardship, nor do I think the third could be fairly ascribed to that cause, although the excitement consequent on the Indian alarms may have had some participation in it.

These latter were annoying and troublesome enough, but I am desirous of guarding against a too important opinion being formed of them, as the idea of Indians constantly hovering about and keeping us in a state of perpetual alarm might convey an impression that we experienced more danger from this source than we did in reality.

In the article in question you are more complimentary to me than I deserve. The success of the expedition was principally due to the thoroughly loyal manner in which the members of my staff seconded and carried out my wishes, and the spirit, and energy they infused into the discharge of the arduous duties assigned to them.

I am glad to have this opportunity of publicly testifying to the fact, as it would be most unjust of me to take to myself credit, which in reality belongs to the members of my staff.

I should like to be permitted to add one other remark. It is true that I have been professionally employed in many countries, and that I have the good fortune to be known to many important people in the Engineering world, and to count no small number of them among my friends, but in these matters I am not singular, nor do I deserve any special credit in regard to them, most of my Engineering acquaintances being in the same position.

As to the construction of the Grand Trunk Railway of Canada my connection with it was merely in the subordinate position of a District Engineer first in charge of twenty miles of the line and subsequently of another section of thirty miles. I therefore wish to disclaim any extra merit on this score, or indeed with regard to any other work upon which I have been employed, as I have only done what hundreds of my professional brethren are doing every day.

Apologizing for having trespassed on your space at such length.

I remain

Gentlemen
your faithful servant
ROBERT CRAWFORD.

Buenos Ayres, 6th Sept. 1872.

ENGLISH SETTLERS AT SALTO.

There is a good number of Englishmen settled in the upper districts of Banda Oriental in a measure cut off from the rest of the River Plate; at least we never hear about many of them. Don Ricardo Williams's name is of course familiar as a household word, and Mr. Hardy is also identified with the growing trade and enterprise of Salto. The former has been for nearly half-a-century the foremost man in that part of the country, proprietor of saladeros, estancias &c., and now he is Resident-director of the North Western Railway which is to connect Salto with Brazil. Visitors to Salto will do well to take a letter of introduction to Mr. Williams, whose residence commands a charming view of the Uruguay and town of Concordia. The foundry and steamboat enterprise of Mr. Hardy is a leading feature of importance: Messrs. Hardy and Ribes have six steamers, the Saturno, Onyx, Silex, Leopoldo, Pingo and Iris, besides another on the stocks: the foundry gives constant employment to twenty or thirty English mechanics. Mr. Dickenson's 'graseria' is another establishment worth visiting; since it was opened, last April, there have been killed 12,000 mares, the place having facilities for killing 250 head daily, and schooners come alongside to take in the hides and grease, transhipping same at Paysandu to seagoing vessels. Mr. Dickenson has also an estancia at Puntas de Itapeby, 11 leagues out, formerly the property of Gen. Lamas: it comprises 1½ square leagues and is stocked with 1,500 cows, 2,000 sheep and 300 mares; a Basque tenant on the farm makes butter for the Salto market. The town is mostly supplied with milk by Mr. John Quigley, an Irishman 15 years resident here. Another Irishman named Bird lives a little out of town, and Mr. Colman's quinta on a hill overlooks the suburbs and the banks of the Uruguay.

Mrs. Christian Siemen, wife of a wealthy German shopkeeper, is an Englishwoman by birth; her husband owns one side of the block in the main street in which his shop is situated.

Among the estancieros round about we notice Messrs. Buist Bros., natives of Scotland; Mr. Randall McDonnell, an Irishman over 13 years in the country; Messrs. Leighton of Guabiyú, 12 leagues out: Messrs. Lyde and Whyte of Las Palomas. The last-named are on the line of the new railway, which will cut their 'chacra' in two, about 12 leagues from Salto. Three leagues east of Palomas in a charming locality called Tangarupá are the brothers Weston, three young Englishmen of fortune and education, one of whom was a lieutenant in the Indian Artillery; these gentlemen came out here in 1867, accompanied by their mother, who died a couple of years ago and was buried beneath the palms of her new home. The S. Rosa railway will pass the Itapeby close to Mr Edgar's camp store and hotel, established here some three years ago. Southeast from Salto, about 28 leagues, in the department of Paysandu, is a fine estancia belonging to Mr. Johnston, at Puntas de Dayman: a brother of Quigley's of Salto is settled on this estancia. The village of Santa Rosa on the Rio Grande frontier has only two English residents in a population of 1500 souls, Dr. Spence and Mr. Dickenson, the latter a storekeeper and brother of the gentleman of the same name above-mentioned.

The head-quarters of Mr. Human's railway staff are at Salto, the offices being situate in a commodious house in the plaza, alongside the church. Mr. Human has constructed railways before now in three quarters of the globe, and has a brother in England of the same profession. Mr. Wilkinson, who made the surveys of the line in 1870 for Mr. Marco-Artu, was formerly on the Central Argentine staff, also Mr. Davies. The rest of the *corps* comprises Mr. Giles, Mr. King, cashier; Mr. Rowan, late of the Trans-Andine survey expedition; Mr. Conyngham, interpreter, son of the late Dr. Conyngham of Buenos Ayres and Mr. Blanco, secretary, formerly of the Salteña Steam-vessel Co.

There are other English residents in Salto whom we must not omit; Mr. John Williams, brother of Don Ricardo; Mr. Armstrong, of the Maua Bank; Mr. Joseph Smith, formerly of Buenos Ayres; Mr. Elsee; Mr. Bradley, photographer; Mr. Michael Reilly, agent for the STANDARD and produce-broker. The English chapel, near Mr. Williams's residence, is attended by Rev. Mr. Schmidt, formerly of the Patagonian mission, who is reputed a great linguist and Hebrew scholar, and resides here with his family.

During the recent war a battalion of 60 Government soldiers. Englishmen, was stationed here, but caused so much trouble that the Comandante had to send them back to Montevideo. They complained of too much drill in the mornings and no breakfast after it.

Concordia, on the opposite side of the river, is becoming the nucleus of an English community since the commencement of works on the Eastern Argentine railway, under Messrs. Smart and Mc. Masters. This town is improving, and a new iron mole is at the landing-place, built by the late Mr. Peter Beare.

Between Concordia and Paysandu the traveller notices some charmingly situated estancias belonging to Englishmen: Las Delicias, the property of Mr. Wilson; Arroyo Malo, of Messrs. Wyatt Smith; both on the Oriental bank. On the Entre Rios side, abreast of Hervidero, is the fine estancia Philippi, of the brothers Philipps, sons of the late English general of that name, who was aidé-de-camp to the Queen; and in front of Guabiyú is Captain Page's estate. A little below Paysandu is Buen Retiro, the property of Mr. James Mohr Bell, and within short distances inland are the extensive domains of Peel Brothers, Rich'd Hughes, Drysdale, the late Mr. Plowes, Mr. James Gaynor, and many other countrymen. This is the finest part of the Banda Oriental, abounding in wood and water. Last year they built a schooner at Las Delicias of timber cut on the estate. If the traveller go inland to the Queguay, he will find the valiant old Scotchman, Col. Mundell, who began life as a carpenter at Buenos Ayres. We have not space to mention more at length the English residents of Salto and the Uruguay, but if any of our readers want a pleasant week's shooting, they will find a cordial welcome at all or any of the above English homes. At Salto there is a first class hotel; and the voyage up is most agreeable with Capt. Morse, who has obliging commissaries and experienced engineers, Mr. Blanch being chief, on board.

THE MATO GROSSO RAILWAY.

The need which Brazil has of the free navigation of the Parana and Paraguay, for the commerce, communications and defence of the Province of Mato Grosso, has forced on her the sustaining of a position as a dominant River Plate power, at any cost. It formerly exposed her, also, to the bullyings of the Paraguayan Dictators, and finally produced the Paraguayan war whose effects are so severely felt in the heavy taxation pressing on the nation. Even now, the pretension of the Argentine Republic to turn the Lower Paraguay into an Argentine River, by the present seizure of its whole western bank and its future possession of the eastern one, by the annexation of Paraguay, thereby enabling it to stop the Brazilian communications at its pleasure, has obliged the Brazilian government to maintain grave divergencies from that of the Confederation.

The establishment of an internal line of communications with Mato Grosso, thus rendering them independent of the navigation of La Plata rivers, has since the war been the desideratum of the government, and on the 23rd of July a commission for the survey of a line of communication between Coritiba, in the province of Parana, and Miranda, in the province of Mato Grosso, left Rio to proceed to the scenes of its labors. The commission was organized in London by captain Palm, under the supervision of Baron Mauá, who, with others, have contracted for the effecting of the surveys of the railways and rivers included in the line of communication, for which surveys the association will receive from the government £75 per kilometre of railway, and £35 per kilometre of river navigation adopted, in case the government do not give the association a concession for the construction and working of the line, to which concession it will have preference.

The surveys will include a railway, with one-metre gauge, from Coritiba [to which place a railway of same gauge is about to be made from the seaport of Antonina, under Rebougas concession] to the valley of the Ivahy, down which it will continue to the Parana, crossing this river at the mouth of the Ivahy. From the Parana it will follow up the valleys of the Ivinheima and Brillante, cross the divide to the valley of the Mondego, by Nioac, and continue down the last valley, to Miranda, whence the navigation of the Mondego is free to the Paraguay.

The whole length of the proposed railway will be over 700 miles. However, it is probable that, at first, the railway constructed will consist merely of the sections necessary to supplement the internal unbroken navigation existing from Colony Theresa, on the Ivahy, to a point on the Brillante, the sections of rail being one from Coritiba to the head of navigation of the Ivahy, and another from the head of navigation of the Brillante to Miranda. The line of communication is therefore to include the navigation of the available parts of the rivers Ivahy, Parana, Ivinheima, Brillante and Mondego, namely those which are or can be mads navigable, at lowest water, by steamers of three feet draft. The surveys are to be finished within four years from July 17th, 1872.

The personal of the commission is as follows:—

Captain Christian Palm, Engineer-in Chief. Secretary Mr. Bidoelf.

Section from Coritiba to the Theresa colony, on the Ivahy; Mr. Faber, Engineer-in-Chief and Messrs. Morant, Edwards and v. Sidow.

Section from Colony Theresa to the Parana: Mr. Curling, Engineer-in-Chief, and Messrs. Stearenson, Wither and Ludholm.

Section from Miranda to the Ivinheima: Mr. Haire, Engineer-in-Chief, and Messrs. Willow, Rigby and Lagergren.

Rivers Mondego and Brillante: Mr. Veal, Engineer-in-Chief, and Messrs. Hunt, Bergman and Frick.

Forty-nine men accompany the commission and, where considered prudent, escorts of soldiers or national guards will be furnished by the military authorities.

The material of the commission consisted of 531 packages and cost about £8,000.

The line of survey will pass through some of the finest pastoral and agricultural regions of the province of Parana, including some which from the constitution of the soil, as well as from the climate, are excellently adapted to the extensive and profitable culture of wheat. Immense quantities of public lands exist along the line and Mr. Kitto and Captain Crawford, on behalf of a Bristol association for the promotion of emigration to Brazil, by that port, have accompanied the commission of survey to Parana to examine the province and select localities and lands for a considerable number of English agricultural families who are prepared to emigrate to Brazil under the auspices of the association.—*A.B. Times.*

THE CLOSE OF THE SESSION.

Congress is at last drawing to a close; the session will shortly expire by law, perhaps we might add through necessity, but whilst there are still a few sands in the glass a cursory retrospect may be both interesting and useful. Never since the days of the old Tucuman fathers has there been a session so remarkable for the amount of business brought before it. It would more than fill the columns of this journal to publish a simple list of the various schemes, projects, petitions and measures laid before the House. The Session of 1872 will be known to posterity as "*The Session of Projects.*" Schemes of every calibre from the repairing of the front of the National College to the starting of a National Bank have been read, re-read and sent to committee, and if in this immense labyrinth of projects the overtaxed brains of our legislators have to a certain extent given way, and a "softening of legislation," if so we may express it, has ensued, are we to be surprized? Could a rule be made in the House prohibiting the introduction of a bill, measure or project, so long as any project or scheme was still under consideration, what a blessing would it prove both to the Legislators and the country? No longer would the Senate archives be stored from floor to ceiling with snagged up schemes and half voted projects. Some such reform is called for, either that or we must elect congressional 'suplentes' whose duty it will be to take up in the recess all that Congress has failed to do in the Session. Parties who are well-up in the business of the house express the greatest sympathy for Congressmen; they testify to the fact that none in the republic are harder worked than our Legislators, who come down from the Interior fresh as a bee every May, and return to their homes in October thoroughly done up. And each year matters in this respect are growing worse; for, what with the long string of remnants from each preceeding session, and the natural increase of legislation consequent on the progress of the country, bills, business and projects keep steadily accumulating until at last we have come to the grand climax such as we witness at the present Session—*A general block-up* both in the Senate and Deputies.

Not if Congress were to sit from now until next May could both Houses of Legislature pull through all the business it has on hand at present. As well might a man enter Hibbert's book store and try to read through all the books on the shelves, as for a Senator or Deputy on the opening of the next Session to dream of taking up all the measures that now go over. There is a physical impossibility in the attempt and history affords us experience to warn us against over-taxing our public men. Political lunacy is what we have to guard against; if we over-tax our legislators the mind may give way, and the House pass bills that common sense will ridicule. The bill pushed through the Senate yesterday on the public loan question flavors of the epidemic. The bill prohibits Murrieita and Co. from placing any more of the Public Works Loan, when by the stroke of their pen or the simple entry in their books the whole loan is placed, long before the mail that carries home the news can steam from Lisbon to Southampton. The bill is a desperate effort to settle this never ending Public Loan business—and who knows but if the same push was made in the National bank bill but the concession might be given to Stump, or if the Capital Question was squeezed hard, Frayle Muerto might win the day. There is danger, and great danger, in pushing our Congressmen too much; nor is there anything novel in this. Since the days of earliest history down to the present time men in exalted positions—such as legislators, ministers, and rulers—commit the most fearful blunders when overweighed with business. Louis XI. of France, who began his reign so well, became so crushed with the weight of public affairs that he found amusement in witnessing battles between rats and cats. Alexander the Great behaved like a lunatic when he found himself unable to get through the affairs of State. Heliogabolus, if we recollect aright, made his horse Consul, and appointed a senate of women. Another Roman ruler invited his favourite horse to dinner, and fed him on gilded oats and gave him wine from jewelled goblets.

All these freaks are put down to political lunacy, brought on by over taxing the political mind. We dont mean to hint that it is possible now a days that any assemblage of men can give way' en masse,' but there is a severe psychological influence brought to bear upon men who day after day are compelled for hours to sit together, inhaling the same atmosphere and discussing the same subjects. Congress is over worked. Congress is over taxed, and the best way to meet the difficulty is for the house to pass a few general laws on certain subjects, leaving the details to the executive whose members, we are happy to say, are all in the rudest health. Take for instance the general Railway law of this province; look what a saving of the public time this has caused, and how smooth it works; with the single exception of Rojas versus Rosario or Loyd versus Billinghurst, it has not given the slightest cause for a question.

A general capital law might be passed providing that whenever any city of the Republic offered itself for federalization, upon the citizens of the actual capital consenting, such place should be the capital. This would at once settle this business. A general emigration law — every immigrant speaking the national language on arriving at this port to get 50 patacones R.M.D., and to be at liberty to go up next day to Wisner's colony, in Paraguay, if he thought proper. A general banking law similar to the one at present in force in Montevideo. In fine, with a few general laws we might be able to clear off a pile of these private schemes and projects which at present cover the tables of Congress.

Looking at the matter, however, in a more serious light we must say that Congress is utterly insufficient for all the business brought before it, and the sooner we satisfy ourselves on this head the sooner we may look forward to some sound practical reform. Here we are now at the end of the session and what have the members to show for the time spent? All the great measures are either shelved or go over to the next year. Some few insignificant bills have been passed, but herein is the debility. Our legislators are weak on important points and stiff on trifles, and now at the heel of the session Mr. Oroño comes forward with his emission scheme, to issue six millions of National Bonds and for what? Is it to raise funds for the Govt? No, for the treasury is overflowing and holds close on 10 millions patacones. Is it to build more railways more telegraphs, people the frontier, or make national tramways? No, but simply to fund what is termed the floating debt, to convert old brass candlesticks into new ones, to take up the treasury bill out in the market at present at 5 per cent., and give National Bonds at 80, more than eight per cent. The astonishment which this measure caused in the market is the highest compliment we can offer to the common sense and integrity of our overworked legislators.

The *Prensa* publishes an exciting account of a hand to hand fight on the frontier between a gallant Indian (the last of 50, all killed) and a score of troopers. These could only subdue him by using the lasso, and at last he surrendered, on promise of his life being spared. When sent to head quarters the gallant savage was shot!! Our colleague justly remarks that such an act requires no comment.

ON 'CHANGE.

September 12, 1872.

Ounces	400
Sovs	122½
Pats	25
National Bonds	76¾

National Bonds ruled weak, owing to the various rumours so current from Brazil, and a general disinclination to touch the stock for the present. The debate in the Senate on the Public Works Loan and prohibiting Murrietta to issue any further has touched Bonds here. The bear speculation begun a few days ago to loosen the stock, has failed, as also the alarm caused by the threatened Oroño emission; still bonds are not what they were, and even holders consider present prices high. For cash there were no sales, but sellers offering at 76¾. For the end of September 10,000 at 76¾, and for the end of October sellers offering at 75½.

In Cedulas Hipotecarias not a single sale during business hours, but in the Liquidation some large sales were effected—

12,500 Series	A,	97½
30,000 "	A,	97¾
For "	B,	98¾ buyers
"	C,	96¾
"	D,	95¾

Buyers for Gas shares, twelve were offering; but only one seller—5 shares at 120 premium.

Also buyers of Argentine Bank shares at 25 prem.

Exchange was done to-day freely at 50¾, and the brokers state that but for one of the new banks having drawn £150,000 sterling, the rate would be under 50. About £250,000 passed so far. Bills on Antwerp done to-day at 5.33-34.

The telegram from Montevideo gave—

San Francisco, Elizabeth
Cadiz, Ervino Foscolo.
Antwerp, Genesk.
Rio Grande, Ernestina.
No steamer to-night.
83 offered for sheep-skins.
Paper ½. Sovs. ½.
Extraordinary Debt 56½, end November.
Exchange ½.
The wools of the Quevedo estancia sold at 40 rls., deliverable in galpon.

There was something said about the general fall in stocks in Montevideo. Things ruled dull down there.

The sale of 2000 capones at the Azul for graseria at 48—deliverable 5th Oct.

Mr John Smith, the well known barraquero, leaves per Nova.

Mr John P Boyd, the well known ship broker leaves in the same steamer.

Mr Frank Livingstone, we understand, is on board the Ebro, having arranged all his business affairs in the most satisfactory way in London.

There was joy on 'Change when it was known to-day that Mr H.T Grigg, the well known broker, returns next week. Mr Grigg is deservedly esteemed in commercial circles.

Messrs. Bullrich sold corner Paseo Julio and 25 de Mayo, occupied by Sr. Carulla, for $1,500,000 m|c. Don Angel M. Mendez buyer, also the house Calle Moreno 630, for 140,000, Don G. Calvento buyer.

Mr. Henry Tay in his excellent report on the American trade for the packet gives exports to United States from Aug. 12 to date—

Dry hides	84,884
Wool bales	82
Hair do	232
Sheepskins do	80

Shipments of hides from January 12th to August 12—365,531

Do do wool do 9,250 bales.

Respecting the Oroño emission project, the anxiety has much died out, inasmuch as it appears if even the scheme of funding the floating debt were carried out as Sr. Oroño proposes, the Minister of War states that at the most two millions would be sufficient. However, it is said that now as the session is drawing to a close, it is thought that there is not sufficient time for the passing of such a measure; nevertheless, we all recollect how the Wanklyn loan was pushed through in the year 1869, at the very heel of the session.

The sale of a square of land on the Flores road, adjoining Mr. Wanklyn's, and a portion of the Wanklyn property, being divided by the avenue is announced for the round sum of 600,000$ m/c. Mr. Bustamante purchaser. Some idea of the vast profit which discreet land purchases in that district give can be gathered from the history of this property, which was bought by Mr. Wanklyn in its entirety two and a-half years ago for 500,000$ m/c. Last year Mr. Wanklyn sold a portion of the property for 500,000 m/c, now he has sold a square on the road for 600,000 m/c, and remains with his own park with frontage on the road over 100 yards with say 220 yards depth. Thus his splendid house which is now being finished and grounds almost stand him free.

Another important sale on the Flores road is reported, 70 x 65, with frontage on both Calles Victoria and Flores road, for the round sum of $200,000 m/c Dr Elizalde purchaser; this property was bought last year by Messrs. Grigg and Mulhall for 150,000 m/c, it is almost in front of Mrs Portela's quinta.

The news from Rio per Rio Grande steamer is not relished, it appears that there is a new hitch somewhere, however we have no advices that give the slightest foundation for the rumours so current on the Bolsa to-day.

An engineer calls attention to Mr. Bateman's port scheme, and the reduction of 2 per cent. on the cost of the work, owing to the discovery of cement. Mr. S—, more than a year ago, brought to our office samples of what is called Portland cement, made from the tosca in the river; also a sample of fine river sand, deprived of animal and vegetable life. Therefore, any merit in the discovery is due to Mr. S—.

A rather important lawsuit is now pending before the Tribunal of Commerce, in which wool brokers and barraqueros take a very lively interest, and which will, doubtless, result in reforming the very slipshod way in which business in the produce market is conducted. In fact, it speaks for the integrity and high honour of dealers in produce, that in the millions which pass through their hands, this should be the first case of the kind in the market. It appears that produce is bought and sold without any bill of sale. The produce is sent to the buyer's barraca, the bill sent in, and money collected on Saturday; this is the ordinary routine of business. In the case in question produce to the value of say $25,000 m/c was sold and delivered, and when the seller sent to collect the buyer informed him that the amount was placed to his credit to cover balances due in former liquidation. The case is now before the Tribunal, and will be decided in a few days. As we are not in possession of the full merits of the case, we offer no opinion in the matter at present.

The Ebro is not looked for before Tuesday. Her quarantine will be the same as the other packets, although she does not touch at Bahia or Pernambuco, ten days from the day she left Rio.

The National Bank question has centred in the Provincial Bank, and it appears the feeling in all circles is strong in favor of making the Provincial Bank a National Bank. So far has this scheme been carried that the Provincial Government sent yesterday to consult the board of directors as to their views on the matter, which was taken up, considered and even voted upon, there being but one dissentient voto, against the measure—Don Manuel Ocampo. We heard to-day on very high authority that Congress is prepared this session to settle the question. Some of the most experienced men in this market are with Mr. Ocampo in this matter. The Provincial Bank stands—and stands well—on its own bottom, prudence suggests that we should let well alone. The National Bank, no matter how framed, will never interfere with the business of the Prov. Bank, whilst the creation of a new bank with a large proportion of fresh foreign capital would be a direct gain to the country, which seems to be altogether overlooked by those who seek to change the Provincial into a National Bank. However from what we gleaned on 'Change today, there seems every probability that the session will not be closed until this all important question is decided one way or the other.

The cargoes that are now coming out to the Plate fill up the newspapers, the imports both by steamer and sailing vessel are heavier than ever known before, all the deposits are getting crammed full, and it is thought fresh deposits will have to be engaged.

Congress has just thrown out two important measures—one, Messrs. Klappenbach and Garmendia's railway scheme to the new coal mines, and the other, support to Mr. Arenales' new paper factory. We could have better spared some other bills.

Messrs. Le Bas, Nuttall and Co., of Montevideo, call for tenders for the transportation of 100 tons building materials and 25 tons machinery to a point three leagues above Fray Bentos; bids to be opened on 13th inst.

An American steamer at present in Montevideo is about to be purchased by a Rio Grande firm to run her between Rio Grande and Port Alegre.

It was a Brazilian tug, called the Proteccion, that saved the German steamer Santos on the Rio Grande bar: she drew 16 feet of water, and attempted to cross when there was but 15½ feet on the bar. There were 400 German immigrants on board.

The salvage of the barque Cita d'Arica promises to be a very splendid business for Mr. Temperley jr., besides the large quantity of cargo got out, the hull has been floated, and is now under repairs at the Colonia dry dock. The hull and cargo were purchased at auction for a mere song, 64,000 m/c. by Mr. Temperly, and we understand that the tiles alone got out more than cover the purchase money.

Advices from the Uruguay state that the Roman saladero of Baron Maua will shortly commence working.

The Rio papers mention, in a letter from Paris, that Messrs. Rothschild and their friends subscribed for 110 millions sterling, and Baring Brothers 44 millions sterling of the new French loan. One member of the House of Commons wrote to Rothschild for 8 millions sterling of the stock.

Cigars of Paraguayan tobacco got up on the style of Havanna cigars have been received at B. Ayres from the factory of some Argentine gentlemen named Zambonini established in Paraguay. The factory is called "Che-raaba Che-reck," which means in Guarany something, probably, indicative of good tobacco and the cigars are described as 'ne plus ultra.'

An old house, 106 and 108 Calle Tomple, 17½ x 70, was sold to-day by Bullrich and Co. to Mr. F. Plowes for 706,000$ m/c, equal to $430 per vara.

The Indians inroads having diminished of late it may interest some new arrivals to know that a league of land, well stocked, was offered to-day on the Bolso for £5,000.

The Government engineer Ignacio Pedralves publishes a notice in the Montevidean papers that he has finished the survey of the lands in dispute with Mr. Henry Zimmermann, and the neighbors are to apply for certificates up to Sept 21st at Higueritas.

The Directors of the Central Uruguay Railway offer a free trip on the line to Santa Lucia and back on Saturday, 14th inst., when the first train will run so far. There will be no formal inauguration till the bridge over the Santa Lucia be completed, in a couple of months perhaps.

Building in the suburbs goes on briskly this season, and long files of furniture waggons are seen every morning, especially on the Flores Road. Houses not yet finished, such as Mr. Basualdo's two-storey cottages, are already taken: Dr Rawson is erecting a fine house in the Plaza of Flores, and Sr. Scarrone has some houses building near the station. An English merchant begins to build next week on Unzue's land; estimates over half a million. Repetto's house near Wilson's land is completed, and has cost over a million. Sites have gone up in value even since Wilson's splendid sale on the 20th ult. An offer of $400,000 for a piece of ground over half a square distant 500 yards from Flores station was refused yesterday. Mr Pfeiffer is building at Caballito. The elegant villa of Sr. Montes is now finished; also Mme. Portela's chapel. The tramway cars along this route are now crowded at all hours, and the morning and afternoon railway trains can hardly find accommodation for passengers. New houses are going up at the German settlement close to Riestra's, and beyond Flores station new roads have just been opened towards Floresta, where houses, many of fantastic architecture, are being built. The project of prolonging the Macadam to Moron finds an obstacle, as the landowners refuse to give one-fifth of their frontage although it would drive up the value of their properties from 200 to $2,000 per vara front. The Contribucion Directa of Flores will be enormously increased this year by the number of new villas and country houses, the valuation on which is in general high. The improvements in the plaza are much admired.

The Government has received advices of the sailing of the barque Anastasia from Coruna with 220 Spanish emigrants to Buenos Ayres.

Dry Hides

Paid 171 to 178 posada.

Sheepskins

Fabrica, 246 to 257 doz.
By weight, 27½ rls lb.
Campo, 232 doz.
By weight, 26 rls. lb.
Desecho, 60 to 141.
Small and big lambs, 20.

Horseskidos.

Al barrer, 57 each.

Horse Hair.

Colas $197 ar.
Mezcla 170 do.
Medias colas 133 do.
Tace 144 do.
Porras 140 do.

Feathers.

One lot atada $50 lib.
NB. Good attendance; competition.

At Plaza Constitucion several lots of wool sold $77, 80 and 88 ar., good mezclas from distant partidos.

Vessels Loading.

German bark Wieland for New York.
Amer. do Wheatland, do.
Do do Sarah, do.
Do do Nonpareil, do.
Do do Archer, do.
Do brig Agenora, do.
Do bark Woodland.
Do bark Tatay Boston.

Engagements for vessels loading.

6,000 salted hides.
84,000 dry do.
700 bales.
800 tons scrap iron.

Freights to United States.

Hides dry 8 per lb. and 5 per cent gold.
Do salted 5/16 do do do.
Bales $frt.5 per ton do do.

PRODUCE MARKETS.

The arrivals of sheepskins this morning were limited, everything offered was sold, and there is no stock.

The sales at the Once were—

200 doz	matadero	31 rls
60	do	29 "
100	do	30 "
150	do	31 "
600	do camp	24-26 "
150	do desechos	17-18 "

Cow Hides.

Small stock.
400 sold at 170-175.

Horse Hair.

300 arr at 170-180.

Wheat.

Small arrivals. Prices this morning looked a shade better.
1000 fanegas sold at 120 to 145.

Maize.

Fair arrivals.
Several lots sold from 118 to 122.
In the South Market business not so brisk.
Cow hides 175 to 180. A few lots sold. St

COMMERCIAL NEWS

September 2nd, 1872.

Bonds opened firm and closed weak. The news of the fall in exchange in Rio, and some army rumors from Rio Grande, operated on the market; the Sales were:

For cash	5,000	76¼
Saturday	10,000	76½
Sept. 30	25,000	76⅝

In the liquidation prices ruled a shade flatter, but nothing much done.

A brisk business was done in Cedulas, and the stock keeps rising. The sales were as follows—

1000 Series	A	96¼
1800 "	B	95½
2800 "	C	95
3600 "	A	76¼
14100 "	C Spt 30	95
4000 "	A cash	96¼

In the liquidation another large sale was effected 40,000 Series A, at 96¼.

Exchange rules stiff; bills were passed to-day at 50¾; payable on Saturday and 50½ cash. A large transaction £50,000 was done on Saturday at 50¾.

The event of the day was the arrival of the Cordova Gov. agent Mr. David Arguello, with the new bank and loan for £600,000 which will probably be done in this market; the loan is for the purpose of creating a Gov. Bank in Cordóva and is secured by a mortgage on one thousand leagues Government land, ½ of the rents of the province and ½ of the profits of the bank. The loan will be represented by 7 per cent provincial bonds issued at 80, with coupons and 2 per cent. amortization. The position of Cordova is financially sound; the total debt of the province is but $4,000 Bolivianos. We have no doubt Mr. Arguello will find no difficulty in launching his loan in this market. The business looks a good one.

It was announced to-day that another National Bank scheme is being drawn up, and will be presented to Congress this week.

Mr. Moses Newman, of Montevideo, was welcomed on 'Change to-day. Also Mr. C. W. Benn, who has just returned from Cordoba.

The telegram from Montevideo gave—

Calderon in.

Letters from Rio announce the arrival of the Neva, and exchange down in consequence of her news.

Hamburg, Jupiter. Pernambuco, David Anderson. Bremen, Georg Ludwig.

Cargo of salt for Paysandu sold at 12rls.

Exchange, Rio, 25⅞.

Paper, ⅜.

Home Debt, 53½ 53¾, end month.

Extraordinary Debt, 56¾ for end of month, and firm.

The funeral of Dr. Ugarte was attended by our principal men. Judge Carril, Minister Avellaneda, and Dr. Irigoyen spoke over the grave.

The movement in real estate is really prodigious, and property at every quarter keeps steadily rising. The sales yesterday were as follows:

Calle Talcahuano near Cangallo, old site, 17x70, 600,000 m/c.

Site corner Potosi and Tacuary, 15x35 old house, 975,000 m/c.

Corner of Mejico and Chacabuco, 17x30, 445,000 m/c.

Corner Plaza Libertad and Paraguay, 45x30, 800,000 m/c.

Uruguay, between Charcas and Parana, 17½x68; 206,000 m/c. Pollinini, buyer.

Piedad, near Balvanera, 17x70, 500,000 m/c.

Same street, alongside, similar site, sold last week for 600,000 m/c. F. Molina, buyer.

The Ptolemy may be expected about the 10th or 12th; she goes up to San Nicolas and Rosario.

The sale of 2,000 salted horse hides in the North Market is reported at $74 m/c., engaging 36 lb.

To-morrow Congress takes up the very important question of wooden railways; and Mr. Lynch has been summoned to the committee.

Messrs. Wanklyn & Co. advise a change in their interest rates from 1st inst.

Allowing on deposits in act. current, 4.
" " 7 days' notice, 5.
" " 60 days fixed, 5½
" " 90 do. do. 6.

Charging conventional rates.

The drawing for the Amortization of Cedulas Hipotecarios took place on 28 ult, and gave the following results—

Series A, value 400 fuertes, cedulas numbers 469, 739, 818, 898, 935, 1466, 1532, 1835, 1921, 1925, 1939, 2084, 2429, 2706, 3199, 3516, 3653, 3820, 3861, 4408, 4673, 4708.

Same Series A, value 100 fuertes, cedulas numbers 30, 97, 680, 961, 1006, 1051, 1059, 1125.

Same Series A, value 50 fuertes, cedulas numbers 14, 45, 47, 53, 100, 140, 171, 172,

Series B, value 100 fuertes, cedula No 178.

Same Series value 100 fuertes, cedulas numbers 84 and 133.

The exports of wool from this province last month amounted to 40,000 arrobes. During the past season 71,72, 3,620,000 arrobes of wool entered the plazas of Buenos Ayres, of which 3,660,000 were sold. In the previous year the stock sent to market reached 3,520,000 arrobes, of which 3,425,000 were sold, shewing an increase in last season of 100,000 arrobes.

A large lime contract, 6,000 fanegas, has just been entered into by the Municipality of Carmen de las Flores at reserved prices, for the building of the new church in that town. 1000 fanegas of the lime have already been delivered. The Southern Railway Company carries the stuff gratis.

The Government has been officially informed of the completion of the section of the Tucuman and Rioja telegraph line comprised between the former city and Monteros. An engineer will be sent at once to report on and receive over the completed section. It is said the posts on this line are not of the kind originally intended, and that they will be changed.

Letters from the camp yesterday announce that the bad effect of the recent outrages at Arrecifes is subsiding somewhat, although the marauders are still at large, and are believed to have escaped to Santa Fe, still people out there hope that the outrages will attract the serious attention of Governor Acosta and that something will at last be done to secure life and property in the camp. The posturage and sheep in this district look promising for the coming season.

The old complaints about the difficulty of obtaining change at the Capitania when paying postage on letters are again rife. The Port Captain should see to this, as the inconvenience is serious for poor people.

The exports of the past month were—

Ox and cow salted hides,	23,299.
Horse do.,	13,068.
Dry cow hides,	101,031.
Do. horse do.,	6,740.
Tallow, pipes,	5,089.
Do. boxes,	1,200.
Horse nair, bales,	200.
Wool do.	3,057.
Sheepskins, do.	2,302.
Beef—jerked,	9,097.

Besides some few cargoes of bone ash.

Messrs. Woodgate Brothers report the following charters:

Silver Cloud, to load, Rosario, for orders, bone and bone ash, 22/6 in full.

Argos, R Parana do bones, 56s 5 per cent.

Jupiter, M. Video, Cap town mules, £2 p head.

Ceres, R Uruguay, orders, b ash, 20s 5 p 5

Emmanuel. Tuyu do tallow, 30s do

Maria, in port, do do

Princess of Wales; Gualeguaychu, do do

Mary Falconer, port, Valparaiso, 3 pats do

Stella, R Uruguay, orders, 35s do

Piedomia do do b ash 20s do

Votharding, Patagones do do 5½s in full.

Zuavo, R Uruguay do, salted hides and tallow, 30s and 5 per cent.

The rush of Englishmen and Germans out in the Flores direction is now something wonderful. On Sunday three well known German merchants walked the Flores road from top to bottom to find a piece of ground for a fair price, with frontage on the main road and tramway at the door. We are unaware whether they found anything to suit them or not; owing to the immense frontage of some quintas, sites on the high road are each day becoming more difficult.

Nothing can be more assuring than the table furnished by Mr. Anacarsis Lanus of the business of the Argentine Bank during the last four and a half years, since the head offices were established in Buenos Ayres. While the capital has been doubled, the transactions have in all respects more than quadrupled, and in some items, such as accounts current, the business has grown fifteen-fold, while the aggregate dividends make up 74½ per cent. on the paid up capital, besides a reserve fund equal to 6 per cent. Add to this that the fortunate shareholders have doubled their money in four and a half years. The greatest increase has been since June, 1870, without any more capital having been called up. In the past two years the growth of the various items has been—

Accounts current -	Quadrupled
Emission - -	Doubled
Bills receivable -	Doubled
Cash balance - -	Doubled
Reserve fund - -	Doubled

The aggregate sum laid by in reserves during the 4½ years amounted to 532,162$f, and the actual reserve stands at 1e7,932$f shewing that the total of bad debts during the period was 224,230$f or 3 per cent. per annum on the capital employed, the nominal profits being 1,471,346$f and the real profits as follows—

4½ yrs. dividends.....$f	1,131,828
Balance in reserve.....	107,932
Charities.....	7,357
	1,247,117

which is equal to 81 per cent. on the paid-up capital during the said time. The emission of the bank only reaches half what it might be according to law. The results above shown are the more cheering as the bank had to struggle with two national calamities since 1868, namely the war in Entre Rios and the plague of B. Ayres.

The auction by Messrs. Bullrich & Co., on Sunday, of a building site 15½x57½ at the corner of Calles Cangallo and Talcahuano, was not so favorable as usual owing to the fact that the Tercero runs around the corner, washing the site on two sides. It sold for 326,000$, the area with 'martillo' being about 600 square varas; say 550$ m/c per square vara. Buyer, D. Alejando Ocampo.

To-day Mr. Bullrich went to San Vicente to sell 6,000 sheep on Thompson's estancia, adjoining the lands of the White family, 3 leagues from Glew station. He will have a sale of Berkshire pigs from Olivera's cabaña on Thursday.

The estate of Mr. George Wilkes, deceased, will be brought to the hammer at the Cabildo on the evening of the 24th inst. It comprises two houses numbered 22 and 21 Calle Independencia measuring each 9x48½ and valued at 151,220 and 155,948$ m/c respectively. No bid for either will be admitted under 100,000$ m/c.

A flock of 3,000 sheep belonging to the late Charles Hagan and Maria Young, on Don Luis's estancia in the district of Ajo, will be sold on the 9th at 83 Calle Peru, the sheep being valued at 20$ a head and no lower bid will be admitted.

Sept. 3rd, 1872.

There was very little done in bonds to-day, and the sales were limited to transactions for the end of the month, for which date there is much speculation. The sales were as follows—

For Sept. 30th, 45,000 at 76¾.

In the liquidation there was nothing much done. Buyers for cash at 76½; sellers at ⅝.

Cedulas astonished everyone to-day. This stock looks as if steadily going to par. The sales to-day were—

Series A, 4000 at 96½
Do do 2,000 at 96¼

In the Liquidation there were buyers at 96½, and no sellers; and amongst the brokers it was said that there are large orders yet to be filled.

Exchange ruled quiet to-day. No drawers at 50½, and no takers under that rate. Bills on Antwerp offered at 5.33. On Montevideo bills offered at ¼ and ½—takers at par. Late in the afternoon there was a large transaction done on Antwerp—500,000 francs at 5.35.

The money brokers report a fair business done at from 6½ to 8 per cent. per annum. The rate in Montevideo for the very best paper is—gold, 9 to 10 per cent.; paper, 12 per cent. per annum.

Captain Hairby, of the Olbers, was welcomed on 'Change to-day, and congratulated by his friends on his quick return trip.

The Neva is looked for anxiously at Montevideo as she is expected to bring the balance of the Montevidean loan, close on ½ a million sterling.

Another piece of ground was sold to-day at Flores, beyond the Rom property sold last Friday, the price paid was at the rate of 160,000 m/c per square 102x120.

Argentine bank shares were quoted to-day at 25 premium ex dividend.

The news of the day was the loss of the Dutch brig Immanuel in the Uruguay. Our advices give the following:—The brig was loaded by the house of Henry A Green and Co. of this market with a cargo of salted hides and tallow, she went ashore in a squall on her way down the Uruguay and after great exertions was got off, but was found to make so much water that the captain was obliged to beach her, running her bow into the barranca. She now lies in from 18 to 20 feet of water. The scene of the disaster is called the Barranca de Villardeba, the estancia of Mr. James Mohr Bell, merchant of this plaza. The vessel, it appears, is not insured, but cargo is: Captain Arden is the master's name, and it is thought the vessel will prove a total loss.

The telegram from Montevideo gave the following:—

"Portland, James Carthy."
"70 bales E. R. sheepskins, 125.
"2000 American hides at 34.
"Great speculation in stearine candles, 5,000 boxes at 12½-13.
"Paper ⅝. Exchange 52, Extraordinary Debt, 56½, Home 53½, Rescate 84½."

There was much said on 'Change to-day about the various bank projects, and Mr. Jordan's letter attracted so much notice that it was reduced into Spanish and read to the Ring. Well informed brokers state that it is more than probable, as the Session is so far advanced, that the bill will go over until next year. A sound, practical public scheme, such as the one we publish in our editorial columns would, if passed by Congress, prove as successful as the last French loan.

The sale of an estancia in the district of Paysandu is reported, at the rate of one thousand ounces per suerte.

In the produce market the business is sheepskins. Mr. Bradley says that at the South market the business doing in this article is immense, and that all other produce is neglected. Prices are from 27 to 33 reals. In the North Plaza the following sales—

150 doz. matadero, 31 rls.
150 do. do. $365 m/c.
200 do. camp, good, 25o.
300 do. mixed, 24 to 26 rls.

Dry cow hides, very down, and everything coming into market going into deposit. Highest price offered, 175 pesada.

The Olbers and passengers were out of quarantine to-day. Mr. Benn, Rio agent, has arrived.

Much complaint is made both here and in Montevideo about some articles that have appeared in the *Revista Mercantil* of that city, about the banks down there. We have not seen the paper, but the affair is much talked of here.

The new prison building promises to be one of the most extensive public works in this city. It will be located close to the quintas of Messrs. Cranwell and Dr. Medina and the estimated outlay is 18 millions currency which of course means twenty millions. The project has been no less than 3½ years under consideration, having been initiated by Governor Castro during his time of office as Governor. The trustees of the building now call for bids for bricks, lime and other materials.

The sales of real estate on last Sunday although of no great importance, were of a surprising character; property that this time last year was absolutely unsaleable has sold for 20 per cent more than what it would have fetched before the fever; old houses in the back streets sold at figures that even astonished the proprietors themselves. It is quite evident from all this that capital is finding its way from the Savings banks into real estate.

Merchants and others complain most bitterly of the loss and damage caused by the present quarantine rules. The consular certificate and clean bill of health from Rio amounts to nothing now, and this for steamers and vessels not touching at Rio. The most wholesale charges are made against the lightermen who hold parcels and merchandise on board their lighters during the period of quarantine imposed. When the consignee receives the goods they invariably are in a damaged condition, cases broken open, wine kegs half empty, and such like; application is made to the Custom-House, but in vain, for on the warehouse books the goods are marked as received in bad condition; then recurrence is made to the lightermen, who protest that they received the goods in such a state from the steamer. As for the steamer nothing can be done, since she has long since left port, and is, perhaps, half way back to Europe. Some reform ought certainly be introduced in this matter; it has now become such an intolerable nuisance that merchants and bankers are all loud in their complaints. Rio is declared by all to be a clean and healthy port, no sickness whatever at the place; and vessels only calling at Rio might well be allowed to enter without quarantine. Bahia is the only place where there are traces of sickness, but none of the Chilian steamers touch at Bahia, and should, therefore, be free.

Messrs Lacrosse have now 5 of their new cars put together, and will run them in a day or two.

The public land office calls upon a number of parties amongst whom we notice several well known English names, to call and pay their land pagares. The same office also notifies farmers who are Government tenants for public lands, that unless the first ½ year's rent is paid up before Oct 1st, the tenants will incur a fine of 20 per cent.

It is stated that Sr Duportal, ex-Governor of Entre Rios, is about to erect a large two story iron house upon his beautiful ground adjoining Lambaré on the Flores road.

The Neva it is thought will bring out the London agent for the Paraguayan bank, also several well known River Plate wool buyers.

Property holders must now be on the alerta the Contribucion Directa jury is now sitting and all claims against over valuation must be at once presented.

Mr. Newman the distinguished English hydraulic Engineer who has made the Montevidean water works will soon commence operations at Rosario and Cordoba. A move in the right direction.

The most romantic and beautiful hotel in the Argentine Republic, known as the Hotel de las Sierras in Cordoba, is now on sale and will be sold very cheap. In good hands this hotel might be made to pay splendidly.

Yesterday many German merchants and brokers commemorated the fall of Sedan; one of the most memorable events in modern history.

We hear that the property purchased at the Cinco Esquinas by the City of B. Ayres Tramway Co. was bought very cheaply, the land coming out at about 90 m/c per square vara, which for property in that direction may be considered very cheap; he property in Barracas, which separates the Southern and Boca Railways has not yet been bought, the holder asks too much.

The kibing now going on outside at the camp graserias exceeds everything hitherto known in this province. Some farmers from the north say that if the killing goes on at the rate it is going, all through the summer, the sheep of the country will be decimated. The clip of 1871-72 shows more than the previous year, but this coming clip will show a diminution.

The White Star Line will, we understand, make arrangements for bringing out emigrants to Brazil, the Plate, and Chile, at figures immensely under those at present charged by the English steamers, and even under the fares charged by the Italian steamers from the Mediterranean. Let Congress but pass Dr. Costa's immigration bill, and instead of a miserable 40,000 land of immigrants in the year, we may look for 5 0,000 immigrants in the year 1873. There is room for them all; the provinces of the interior could absorb them all in a week. It is to be hoped that Congress will pass the measure, as also the Nat. Bank act, and then Buenos Ayres will become the New York of South America; it may be on the cards yet.

Cedula holders must take notice that the cedulas drawn on 28th ult for amortization cannot be redeemed until 30th inst. owing to the coupons attached maturing that date; the amortization of this stock although at present trifling greatly stiffens prices, and the security looks as if rapidly going up to par. It is now becoming evident to all parties engaged in the money market; that money will be just as cheap in December as at present. Some of the most experienced men in the market are of this opinion and that the busy season this year will have scarcely any effect on the money market owing to the specie that must be imported to purchase produce and start banks.

The Hamburg steamer Sylva cleared from Montevideo to-day with a good cargo, and took a mail.

The Caldron has brought rather good news for the coal men: it appears that at Rio Grande there is no stock of coal whatever, and that the steamers there have to employ wood for fuel.

The Neva is looked for to-morrow at Montevideo. Mr. Christy Davis, the well-known American wool buyer, is on board.

The German barque Triton, from Valparaiso, has brought a full Chilian wheat and flour cargo. The price of Chilian flour in Rio has fallen.

Owing to the recent severe weather, the Italian steamer Vesuvius was unable to get away on the day she was posted. She sails to-day.

The market advices from Rio Grande per Calderon are to the 31st ult. Business is dull there owing to the state of the roads, nothing whatever doing with the camp.

A telegram from the West Coast arrived to-day, announcing that the Caldera, not the Lusitania, as announced, left Valparaiso for Montevideo on Saturday last. The Lusitania follows.

The total amount of the Rio Grande fauna now closed is 138,000 head. The stock of jerked beef there is very heavy, and the list of vessels loading for Brazilian ports with beef is something unusual; the last price is 25$00 to 24$00. Salted hides, not one in market. Horse hair scarce, price 1635oo; and wool, none in that market, and nothing doing. Some charters have been effected, 32s. for salted hides, and 25s. for bones.

The Andes brought out 5 passengers and a full cargo, both for this port and Montevideo.

The Swedish barque Georgiet Ludwig, from Bremen, with a large gin, tobacco, and cigar cargo, has just entered, consigned to Clauson, Rathge, & Co.

The news from Montevideo this morning was unimportant. It seems that Mr. Block, the broker who fled last month, was a German of poor standing; his liabilities are trifling; Messrs Oliver, Gepp and a few others loose a trifle but nothing worth talking about, and far too much importance has been given to the matter. All the Bolsa brokers are doing a roaring business, and there was sunshine in the Mount yesterday when it was announced that the Custom House had begun to receive paper money at par. The Stokes bank has made a capital start, and is doing a brisk banking brokerage business. The Chimborazo brought out Mr. Holmes, a gentleman connected with the Brazilian and Montevidean Telegraph Company. Mr. Murray also came out in the Chimborazo, after a pleasant four months trip in Europe; and Mr. Watson, of the Buenos Ayres firm Graham Watson and Co., also arrived by same steamer. Stocks in Montevideo are very tight. The Empresitto and Pacification loans are going fast up to par, Mr. Oldham, of the Telegraph Company, comes out at once with the cable: Mr. Smith, during his absence, has very ably held the wires and given the greatest public satisfaction. Mr. Schwartz, who is agent of the Hamburgh Sudamorikanische Dampfschiffahrt Gelleschaft, has been very busy looking up freight for the Sylvia, but there is scarcely anything left; the produce market is swept clean, and all the Montevideans are looking forward to October, the wool season, and the saladeros. Property of every description holds its own, and no less than three new railways are mooted. All the hotels are crammed full with English engineers. After all, this is a good sign for the country.

A new steam ferry is about to be started on the Rio Negro, Banda Oriental. The plans of the Mercedes railway are being drawn up.

Entre Rios has, it appears, finally passed the new Provincial Bank charter. Much exception is taken to the terms, so the matter may be looked on as a dead letter.

Messrs. Stokes and Murray, from Montevideo, were welcomed on 'Change to-day.

Letters from Rio Grande are very warlike. It would seem as if the people in Rio Grande knew better what is going on about the Mitre mission than the people of Rio. The letters from Rio Grande amount to nothing.

The Andes has brought out a cargo of Paysandu tramway rails. It appears that scheme is now going ahead fast, and will soon be concluded.

The plans of the Transandine survey by the Planchon route will be submitted to Government this week. Some gentlemen in official circles who have been permitted to see them before arranged by the book-binder describe them as beautifully executed and long enough to reach to the Government house. They comprise, if we are rightly informed, more than 400 miles of minute survey, with every natural feature laid down. Some of Mr. Crawford's staff of engineers have taken service on the Central Uruguay, others on the North-Western Uruguay railway.

The Nat. Government has ordered Mr. Dahlquist to proceed to Concordia and survey the works of the Eastern Argentine line, which Messrs Stuart and Mc Masters are constructing.

September 4th, 1872.

The bond market ruled down to-day. For cash nothing. For the end of September 100,000, of which 50,000 at 76¾, and 20,000 at 76⅞. During liquidation hour there were some sales made at 76¾ for to-morrow, but very little done, and the market closed flat.

Cedulas touched their highest figure on record to-day, but from the very firm tone of the market it is evident this stock is going up to par. The sales to-day were—

11,600	Series A		96¾
6,400	do	Sept. 20	96¾
3,600	do	do	96¾
10,000	do	do	96¾
5,000	do	do	96¾

Total sales 36,600.

Exchange ruled to-day at 50¼. Bank paper on a credit, and on Antwerp at the following rates—

5.33 payable on 21st
5.34 " 14th
5.35 " Saturday,

The sale of 110 shares City B. Ayres Tramway Co. was effected yesterday at 60 prem.

The great news of the day was the meeting last night held by the most influential men in the city, on the subject of the National Bank. Some 14 parties were present, amongst others the Minister of Hacienda who takes the most lively interest in the final settlement of this question. The scheme now is to convert the Argentine Bank into a National Bank, and although we are not in full possession of the details, we learn there is some probability of its being carried out. The splendid success of the Arg. Bank, is as it were an inducement to the Government to adopt the proposed amalgamation.

Some Roads and Bridges stock was sold to-day at 96½ for end of Sept.

The telegram from Montevideo gave as follows—

Paper, ⅜.
Empresito Extraordinario, 95¾.
Deuda do, 57½ for end of year.
Exchange, 52.
Portland, Josephine.
Savannah, Amelia
Tarragona, Ana Gudiu.
Bordeaux, Emilienne
Santa Catalina, Thecla.
25,000 quintals beef from Colon saladero at 17 and 18, deliverable end November.

A vessel with 13,000 cases of kerosene entered to-day, of which 5000 transhipped for Valparaiso.

In the produce markets this morning there was more doing. Dry cowhides are again bought up and the Terror of the Hide Market has re-appeared and takes everything offered. Prices paid, 178 to 185 m/c.

The business in sheepskins was never brisker than at the moment, now the Americans are buying freely. Formerly the English and Germans held the market. The arrivals this morning were large, but everything sold from 29 to 32 rls.

The sales of dry cow hides to-day amounted to over 6,000 hides.

The quotation of Baschental bonds is at 97, for which there are buyers. Gas shares looked for at 115 premium; no sellers under 120 premium.

It was announced to-day that the inauguration of the Concordia Tramway must be postponed till about the 15th, as by latest advices it appears that the curves are not quite completed as yet, du to their having arrived in very bad order, having been loaded with other rails, and knocked about on the voyage and in transhipment: nevertheless owing to the activity of the engineers Messrs Robertson and Cooper, the difficulty will soon be arranged, and Concordia will then boast of the first and best built tramway in the River Uruguay.

Mr. Robert Crawford C. E. presented the Prov. Government to-day with the plans of the Transandine Railway, Mr. M. Crawford's reception by the Governor was so cordial that he has every hopes this great and mighty work will be carried out.

The Telfener contract it appears has been at last signed with Mr. C. Lumb, as guarantee, it appears now that Sr Dn Guillermo Matti, of this market is also a partner in the business.

The news of the day was the Silveyra beef business at Rio. The public exhibition of the samples took place on the Bolsa at Rio on the 24th ult; and a privilege for 15 years has been asked of the Braz. Government. Mr. Drabble has with the praiseworthy object of helping the cause promised to attend to the publication of papers in England. Mr. Hopkins in the United States, Mr Dawnes in Havannah, whilst Chevalier Thwaites has agreed to start the meat in Southampton; the business looks well.

The War-office will receive bids on the 9th for one thousand tons of coal for the Argentine squadron.

The Patent-office has granted letters to Mr. Robert William Thompson, for an invention for the application of Indian rubber to Railway wheels. The same office has also granted privilege to Messrs Airnar, Sola, Fortuny and Co. for a wool washing apparatus called hidr rotador for washing wool and skins.

The Custom House of Buenos Ayres gives the following returns for the 31st August—Receipts, 22,000 pats. This shows a falling off. The cash on hand at the Treasury on the 29th August, including the amount in deposit at the Provincial Bank reaches the splendid figure of 9½ million patacones.

The Treasury has ordered the following payments:—

Cotti Riva naval stores - -	2,000$ f.
Sal. for July Educational Department - - -	18,623
J. R. Gilmour and Co., for army clothing - - -	22,300
Button, July telegraph expenses -	660
C. Alkaine, brokerage - -	484
Provincial Bank deposit account current - - -	50,000

The Municipality has just ordered the following payments—

Messrs. Mantels and Pfeiffer, iron safe - - - - -	13,000 m/c.
Rodriguez to settle lawsuit pending between Fernandez and Board - - - - -	472,564 "
Roldan, Lanuz & Co. for shovels, &c. &c. - - - - -	5,839 "

Letters from Uruguay complain about the insufficiency of the National Government iron bridge put up; there is only room for one schooner at a time. A company for the construction of a small canal so as to communicate with the Uruguay is talked of. It would prove a great convenience to the saladeros also, and a good drag if sent up would soon do the work.

A property holder at the Capilla del Señor has offered a square of land gratis to the Rosario Railway Company provided it build a Station thereon.

The latest novelty about the Brazilian, Paraguayan, and Argentine question is, that if the Argentine Government and the Paraguayan minister, now in Buenos Ayres, cannot come to terms as to the Chaco or limits question, the matter will be left to arbitration of the President of the United States. This matter was much talked of on 'Change to-day, and there seems to be some ground that the Argentine plenipotentiary, General Mitre, has arranged this with the minister of foreign affairs, in Rio.

Brokers, merchants, and barraqueros, were all busy to-day talking about Mr. Casares' last note to the government respecting the stoppage of the water-works. If the Legislature refuses to pass the law for the new works, then the committee will be compelled to carry out its threat, and stop the supply.

Messrs. Temperley and Co. have asked the Custom-House permission to land at the Boca the saved cargo from the wrecked barque Cita the Arica which of course will be given; the wreck and cargo were sold to Mr. Temperley jr. at auction for 64,000, and through the activity of the salvors a very large portion of the cargo has been got out. The business was proved a splendid one.

It is announced that the Government has ordered the Northern Railway to improve its station in the Plaza 25 de Mayo.

All other measures now before the house by mutual accord must stand until these are disposed of and really the public indorses the measure. Mañana they very name is legislation!

The rumored loss of the French barque Ville de Bordeaux on the West Coast is now fully confirmed. She went into Chilote in such a damaged state that it is feared she cannot proceed, and must be condemned; her valuable cargo will be sold by auction. In a late storm at Valparaiso, the steamer of the same name, Ville de Bordeaux, also suffered severely; she was blown about the shipping and she caused great damage, the following is the damage list published in Valparaiso after the storm—

British ship Diva, foundered.
Chilian brig Pascualito, do.
German ship Thalia, damaged.
French barque Mozart, do.
Do do Chargeurs, do.
German do Christiane, do.
Do do Edward Pens, do.
Nicaragua do Caracoles.
The British ship Diva lost six men and the Pascualito a boy.

The state of the steamer Ville de Bordeaux is wretched, and it will cost much to thoroughly repair her.

The bank projects cooled down somewhat today. The STANDARD project was read in Spanish to the ring, and finds immense favor both in foreign and Argentine circles. Many think that if the Finance Minister possessed the moral pluck to send our project to Congress it would at once pass.

Yesterday there was a collision in the roads between two pilot boats; both it seems were in the right, both wanted to go the same way, the river is narrow and of course both went to the bottom. In the river Uruguay, there was also a collision last week, the steamer Vesuvius ran down a lugger, as usual no light although the captain of the lugger protest he had his light out on the bow still the steamer failed to see it.

It was announced on 'Change to-day, that the leading firm of Thos Drysdale and Co. of this market is about to open a branch house in the United States.

Next month an emigrant farmer to whom the Government gave a free passage to Europe, is expected back in the Plate with 200 families, to settle on a new colony started by the National Government, A move in the right direction.

The hall of the London and River Plate Bank is now in the hands of the painters; this banking hall is at present the finest in the Plate.

We regret to announce that the rumoured removal of the Post Office to the old American church is premature. Mr. Postmaster General gives it as his opinion that the post office will remain where it is until the roof and walls fall in.

The Provincial Government has just paid to the camp bridge committee ½ a million currency, so we may look for a few more bridges.

The Government Inspector of saladeros has just started for Ajo to report on the establishments down there.

The paving of the Calle Larga Barracas has at last commenced in real earnest; the cut stones come from the Salto quarries.

Parties having business relations with Curumba, or anxious to see the Upper Paraguay, can avail of the steamer Rio Gualeguay posted to leave here on 5th inst.

The almacenero season for the camp has now set in, and orders from the little towns arrive by every mail. There is however great complaint made about the high freights charged now on the Western Railway, and the bullockcart-men are in good spirits, for if these freights are maintained all heavy goods will go forward to Chivilcoy in the carts. Already several troops have left with comestibles. This competition between the bullockcarts and the Western Railway is certainly novel, and speaks for the high ability of the manager of the Railway.

Balance of Operations of the Banco Hipotecario, ending 31st August, 1872.

	Debt. Series.		$fts.	
Gastos de Instalacion -	-	-	23,060	900
Prestamos Hipotecarios	A -	-	3,130,550	
" "	B -	-	327,400	
" "	C -	-	416,000	
" "	D -	-	205,500	
Rentas Cedulas	A -	-	8,282	
Cedulas Rescatadas	" -	-	1,600	
Anualidades por cobrar	" -	-	687	500
Cedulas Anuladas	" -	-	45,000	
Rentas Cedulas	B -	-	876	
Cedulas Rescatadas	" -	-	100	
Guillermo R. Guimar	-	-	8,941	170
Gastos de tasaciones	- -	-	726	
Caja -	- -	-	2,622	200
Grabado y impresion de Cedulas	-	-	6,297	600
Casa del Banco	- -	-	142,903	400
Gastos Generales	- -	-	10,549	560
			4,330,196	330

Haber.

Banco de de la Provincia	-	-	65,253 210
Cedulas emitidas		A -	3,175,550
Amortizacion del Prestamo		" -	17,518 250
Intereses "	"	" -	70,993
Anualidades por pagar Cedulas		" -	514
Cedulas Emitidas		B -	327,400
Amortizacion del Prestamo		" -	928
Intereses - "	"	" -	7,424
Anualidades por pagar cedulas		-	8
Cedulas emitidas		C	416,000
Amortizacion del prestamo		-	4,160
Intereses - -	-	-	16,640
Cedulas Emitidas		D -	205,5000
Amortizacion del Prestamo		" -	1,027 50
Intereses "		" -	8,220
Comision A.B.C.D.	- -	-	12,900 625
Ganancias y perdidas	- -	-	54 140
Fondo de Reserva	- -	-	96 605
			4,330,196 330

Buenos Ayres, Agosto 31 de 1872.

Francisco Balbin,
Presidente.
Juan Fco. de la Barra,
Contador.
Sixto J. Quesada,
Tenedor de Libros.

Sept. 5th, 1872.

The Neva mails absorb attention, and few transactions were noted in public securities.

2,000 National Bonds cash at 76¾.
5,000 do Saturday, " 76¾.
20,000 do. for 30th inst. " 76¾.

The Mortgage bonds still go steadily upwards: two lots making up 3,200 of series A. were sold at 96¾, and a lot of 5,000 at 96¾. In Roads and Bridges stock 6,000 sold at 96½ buyers: it is said some were sold at 96¾.

The wreck Harriett Irving at Laguna de Los Padres took fire and was burnt, some of the men being slightly injured. It seems she had some turpentine on board, and the cans were so rusty as to leak. A sailor who had been ordered not to smoke disobeyed orders and threw a lighted match overboard, whereupon the ship was at once surrounded with flame, and all efforts to extinguish it were vain.

Mr. Billinghurst deposited to-day with the Government of Buenos Ayres the plans of the Rosario railway. The concession allowed him 9 months, and although the Santa Fe Chambers only ratified it on Feb. 15th, he has now concluded the plans and surveys in less than 7 months, and of this term a month was lost by obliging the engineers to go up to Paraguay before coming to Buenos Ayres, during the quarantine. The engineering staff comprises J. Wolffe Barry, John Robinson, Arthur Le Bertham, Montague Rich, Malcom Graham, John C. Allen Robert Hogar, Peter Shortreede and a French engineer, the last engaged in this city. The plans shew that the main line will pass close to Capilla Señor and through San Nicolas, throwing out branches along the route to the ports of Zarate, Baradero and San Pedro on the Parana: all these are now at the Government-house. Mr. B's concession further obliges him so make a branch line from Capilla Señor to Giles, Carmon de Areco, Salto and Rojas, besides cross-lines to connect Pergamino with San Nicolas: and Arrecifes and Pergamino with San Pedro. The surveys of these 3 lines will be commenced on the 16th inst. by Mr. Robinson and staff; Mr. Wolffe Barry leaving for England in the Neva on the business of the line. The concession allows Mr. B. the same proportionate time for the Rojas and 2 minor branches (per mile) as that already fixed for the main line surveys. As the concession granted last year obliges Mr. B. to make the Rojas line it is difficult to think a second concession can be given to Mr. Lloyd, unless (as is also with tramways sometimes the Government order Mr. Lloyd's trains to run over Mr. Billinghurst's rails for 9 tenths of the route. The whole Billinghurst concession will be about 5 0 miles and cost probably 3 millions sterling. The main line is 190 miles.

This line will place Rosario by express train within 5½ hours of Buenos Ayres. The branch line from Zarate to San Pedro will afford splendid accommodation for shipping produce at half present cost. It seems Messrs. Lhavallol are to make the port at San Pedro for £10,000. The Santa Fe Legislature has spontaneously ceded to Mr. Billinghurst gratis any public lands he requires. There will be two underground viaducts, one at Almagro, passing under the Western Railway: another at the barranca of Rosario, passing under the Central Argentine to the water-side. The lines will be of easy construction. The materials will begin to arrive in December.

Public feeling is abating about the Bank fever. Many people view all the projects with jealousy, and say, "Let us nationalise the Provincial Bank of Buenos Ayres."

The Popular Argentina has changed its agent in Rosario. Mr. Ramayo has resigned, and Messrs. Diaz and Lago now act as agents for the institution.

It was announced to-day that the Lazzaretto on Flores Island is about to be overhauled. Passengers who have lately passed through it say it is in a wretched and even unhealthy state. The Montevidean Director of Public Works paid the place a visit last week, and gave orders for several alterations and repairs.

A new market plaza is spoken of at Fray Benos. A private party has offered a square of ground free to the Municipality for the purpose.

The news from Montevideo to-day is not to say important. Letters have been received there from influential parties in Rio, fully confirming the news given by the STANDARD a week ago respecting the Mitre mission, and declaring that no importance whatever is to be attached to the reports about military preparations, fortifications, &c. General Mitre is on the most friendly terms with the Brazilian Foreign Office, and the Emperor is all for peace and good terms with this Republic. There is a fair business still going on in stocks and shares in the sister city. The arrival of the gold to-day per Neva will of course send paper at once to par in the open market. Rather less doing in Extraordinary Loan and other stocks the last few days. Money is a shade tighter and rates stiff at from 10 to 13 per cent. according to signature. Nothing much doing in exchange on London, last quotation 52 drawers, and very firm. On Rio nothing done. The export market has been quiet. Some transactions in dry hides at reserved prices, but very little animation. A sale of jerked beef from the Benitez saladero at Colon is reported at from 17 to 18 reales fuertes, deliverable up to end of November. The *Donati took in a good cargo* at Montevideo, 200 casks tallow, several bales of hides and hair and 17 of wool. The Isabella took a large miscellaneous cargo for Genoa. The James Mc Carthy and Josephine bring large pine cargoes to Scarnichea.

There is much said respecting the rumoured purchase by the Government of the Casares property in Calle Balcarce, the site is 37x60, and for which the sum of 4 millions currency is asked. A great outcry has been made at what some parties call so exorbitant a figure, but when the position of the property is

SUPPLEMENT

for the

PACKET EDITION

per

R. M. S. "NEVA"

SATURDAY, SEPTEMBER 14, 1872

MR. REVY'S REPORT.

RIACHUELO VERSUS BATEMAN.

The lengthened report submitted by Mr. Revy to the Provincial Government on the 23rd ult. may be divided into 3 parts, viz—

1st. The mode and cost of canalising the Riachuelo:

2nd. The objections to Batemans proposed port;

3rd. The construction of a port at the Boca.

In March 1871, while the epidemic was raging, Mr. Revy received instructions from the Government to make surveys and report on the best mode of cleansing the Riachuelo; and as he seems to have wished at the same time to make that stream available for trade he began by looking for a deep water channel into the La Plata. He met with 'tosca' at 16 feet depth neas the mouth of the Riachuelo: this would be an obstacle to his proposed canal and he made borings along the banks until he found a place where the soil free from tosca would admit a new mouth being excavated for the Riachuelo, beginning about 500 yards below the Boca Railway station, on the southern bank of the stream: this canal would be 260 feet wide, gradually sloping to 200 at the bottom, and debouching into the River Plate, while a deep water channel, 360 feet wide, in the river, would be kept open by dredging. The plans are not easy to explain without a map, but we may observe that the Vuelta de Rocha would be cut off, as well as other bends, and the Riachuelo rendered navigable in the same way as the Clyde. The total excavations sum up 2,090,800 cubic yards, of which more than half would be removed by a powerful dredger of the 'Riachuelo' class, one-third by three smaller ones such as the 'Emilio Castro,' and one-sixth by hand labor. In this manner the whole work would cost $1717.939 (say £144,000,) and require 500 days, or close on two years. Then there would be a canal two miles in length admitting twice a day vessels drawing up to 16 feet and 12 feet at all hours) to discharge or take in cargo at the wharves that would be erected along the banks.

As regards the divergence of opinion between Bateman and Revy on the proposed port for Buenos Ayres the matter stands thus—Bateman says it can be done, Revy ridicules the idea. Bateman is one of the first engineers of the day, and although his specialys is water-supply and drainage he is also a hydraulic engineer, as his docks in the Clyde testify. Revy, while of lest note, is also a man well up in his professien, or Bateman would not have chosen him as his chief assistant. Revy has studied the locality by personal observation during two years; whereas Bateman was hardly here as many weeks, and relied mainly on Revy's labors in the conclusions and report he arrived at, The difficulties which Revy finds to Bateman's port are manifold: one is, that the propose i embankment will be washed away before finished, unless a rough stone breakwater be first put down outside, a work of many years and costing half as much as the whole estimates of the port. The earthworks, again, would require 10 million cubic yards of clay for embankment and cost over a million sterling, while the basin would become full of stagnant water until the works were finished, that no pumps could ever keep dry. The deepwater channel to the roadstead would be extremely difficult; and after two or three millions sterling were sunk the engineers would still cry out for another million, and then another, till years and money were expended in an undertaking that might after all prove a failure.

The construction of a port at the Boca, in Mr. Revy's opinion, offers every facility, at a comparatively trifling expense. No breakwater, no embankments, no dry earth excavations; nothing but simply to dredge the bed of the Riachuelo as above specified, cut one or two short canals, and build wharves, quays and warehouses along the banks, for which a solid foundation of tosca is obtained at 20 to 30 feet deep.

The plans of the Boca port present three large docks, together 100 acres, with 4,000 yards of quays for loading or discharging merchandize; several other docks could be afterwards constructed as found necessary. The work would be divided into 5 sections, the cost of which would be as follows:—

1st	section	£ 33,120
2nd	"	17,280
3rd	"	20,160
4th	"	15,840
5th	"	57,600
		£144,000

This, of course, is without including the cost of wharves, quays and warehouses, in which large sums would be expended as the requirements of trade dictated. Mr. Revy only undertakes the canalization and engages to provide a port of 16 feet deep suitable for hundreds of vessels which are at present obliged to anchor in an open roadstead, and which could discharge and take in cargo at the Boca in as many hours as at present days are necessary. The project is not an original one of Mr. Revy, for the late Don Manuel Lynch agitated an identical one in the columns of this paper ten years ago.

There are people living in Glasgow who remember to have fished salmon, ancle-deep, on the Clyde at places where vessels like the Black Prince, drawing 21 feet of water, now pass up and down. It is objected that the Riachuelo is not a parallel case, since it has no current or sufficient volume of water; but Mr. Bateman shews that the River Plate has regular tides, and if it be merely a question of excavation to have a deep-water basin in front of the city how much easier would this rule apply to the Boca?

So much uncertainty at present prevails as to whether the National and Provincial Governments will agree on Bateman's project, apart from any consideration of its practicability and cost, that it might be well if Governor Acosta and the Provincial Legislature undertook Revy's scheme at once, while the merits and probable outlay of Bateman's were discussed with mature examination.

THE RIACHUELO.

Buenos Ayres, Aug. 23rd, 1872.

To His Excellency the Minister of Finance of the Province of Buenos Ayres, Sr. Don Francisco B. Madero.

Sir,—

Having received instructions from the Provincial Government of Buenos Ayres, March, 1871, to survey the Riachuelo with a view of its cleansing and canalisation for the improvement of the sanitary condition of the districts adjoining its banks and for the better navigation of the river, I now beg to hand your Excellency my final report, containing a summary of the results of my surveys, observations, and recommendations on the subject.

I had previously made a preliminary report on the progress of the surveys and observations, dated July, 1871, which represents in outline my views on the various improvements which might be beneficially undertaken within the Riachuelo: soon after, Aug., 1871, I received fresh instructions to complete the surveys and observations with plans and designs for the consideration of the Government.

Your Excellency is aware that the surveys of the Riachuelo originated with the epidemic, 1871, by the popular and well-founded belief that the condition of the Riachuelo seriously endangered the health of B. Ayres. I had then, upon an inspection of the river, recommended that two dredges, with barges and tug-steamer, be at once ordered in England for the cleansing and canalisation of the river. It was obvious that neither of these operations could be undertaken without a dredging fleet. Whatever special mode of cleansing and canalisation may have been adopted in conformity of the result of the surveys and observations, the dredges, with their barges, would be indispensable: and no survey or report, however well-founded, could be of any practical value without proper means for carrying the recommendations into effect.

Simultaneously with the surveys of the Riachuelo, the site selected for the great harbor proposed in front of the Custom house was also explored: and as the result of the exploration was unfavorable for the projected site and the works, it was of increased importance to pay special attention to the result of the surveys of the Riachuelo.

The surveys of the Riachuelo extend from its mouth for about two and a half miles along its right bank, and for about three miles along the right bank of the La Plata, from the Boca towards Quilmes.

The margin of the Riachuelo, as well as that of the La Plata, is determined by triangulation independently of any existing chart or plan, the triangulation net covering many square miles of land. Every triangulation point marked on the accompanying plan is fixed on land by poles or stakes, so that any work determined upon may be at once undertaken in its true position. We possess moreover a survey of the geological features of the district covered by the surveys. About forty trial borings have been made along the banks of the Riachuelo and the La Plata and elsewhere in the vicinity of the rivers, to determine the nature of the ground. The result of the borings is shown on the accompanying plan and sections. Moreover, 26 sections had been made across the Riachuelo from fixed points along its margin, showing the form of its present bed.

The cleansing of the Riachuelo comprises the removal of many hundred thousand yards of foul matter produced principally by then umerous saladeros, which for some twenty years discharged their refuse into the river. The excavation of this material, nearly all under water, can only be effected by dredgers; and it is obvious that the excavation might be judiciously so directed as to improve at the same time the navigation of the river, combining with one operation cleansing and canalisation.

My first consideration was to find an outlet for the material excavated by the dredgers from the bottom of the river. The present outlet of the Riachuelo into the River La Plata is bad confined to a very torcuous and shallow channel, impracticable for the regular navigation of a dredging fleet; and before any excavation could be effected within the river, a new channel must be made as a proper outlet into the La Plata.

To ascertain the practicability of such a channel, a number of borings were made along the margin of the La Plata, commencing at the mouth of the Riachuelo. These borings show that there is no difficulty in excavating a channel 16 feet deep at low water without reaching the tosca; but if the channel is to be 20 feet deep at low water, or deeper, without reaching the tosca, then it should be placed between borings *No. 1, No. 5, No. 6.*

To keep the tosca within convenient reach below the bottom of the channel for the construction of hydraulic works, boring No. 5 was selected as the more suitable; and from this boring, on a line east, a number of borings were made in the La Plata. At certain distances borings were also made right and left the main line of borings, on sections running north and south.

These borings determined the practicability of a channel running from 21 feet depth of water of the La Plata to boring No. 5, on shore, maintaining a depth of 21 feet or more at low water without coming in contact with hard or rocky ground: the bottom of such a channel would be throughout in thin blue mud.

Continuing this line of channel on land from No. 5 boring into the Riachuelo, following west, the tosca is again met, reducing the practicable depth of the channel to about 16 feet at low water (sixteen feet).

Within the Riachuelo the tosca is met at the mouth of the river at about fourteen feet at ordinary low water, the tosca falling deeper and deeper as the Riachuelo is ascended, allowing the excavation of a channel exceeding 21 feet at low water.

Having given a general description of the Riachuelo surveys under my charge, I will now proceed to the subject matter under my immediate consideration, namely, the cleansing and canalisation of the river.

As this operation is confined to the river itself, I will indicate the mode which, in my opinion, will lead to satisfactory results, without entering for the present into the consideration of larger engineering works.

The first operation for the cleansing and canalisation of the Riachuelo should be the cutting of a new channel on boring No. 5, running due east into the La Plata and due west into the Riachuelo: the channel entering the Riachuelo about 500 yards below the Boca Railway station, on the opposite shore of the river.

For present requirements this channel should be 15 feet deep at low water and 150 feet wide at its bottom. The slopes of the channel will depend on the nature of the ground into which the cutting is to be made. Within the La Plata the width of the channel at low water line will be 360 feet. Within the Riachuelo the new channel will be 200 wide at its bottom and 260 feet at low water line. Plan No. 2 shows a section of the channel in the La Plata, and a so a section of the channel within the Riachuelo. According to the general plan of triangulation, the centre line of the new channel will be nearly parallel with the present course of the river from the Boca as far as the railway station, where the new channel, at peg No. 29, will turn from the present course of the river to cut off the "Vuelta Rocha," again joining the bed of the river at peg No. 14; and cutting off a sharp turn opposite peg No. 12, the new channel will keep nearly within the present bed of the river, except that on the right bank, along the late saladeros, a considerable cutting will be made to secure the full width of the channel as per section, the cutting terminating a little above peg No. 1. The portions of the shore to be cut away are shown in light-red color, the fillings in green color.

On plan No. 2 twenty-six sections of the Riachuelo are shown representing the present form of the bed of the river: those parts of the sections affected by the excavations are also colored light-red

The canalisation of the river, according to the plans and sections herewith subnitted, will involve the following excavations:—

	Cubic Yards.
1.—From boring No. 5, on a line running east (true) into the La Plata to 13 feet depth at low water.....	658,800
2.—From boring No. 5, on land, on a line running west (true) into the Riachuelo	292,000
3.—From the bed of the Riachuelo to peg No. 20, near the railway station	320,400
4.—From peg No. 20 to peg No. 14, new cutting on land	145,800
5.—From peg No. 14, within the Riachuelo, to peg No. 1.....	673,8 0
Total.....	2,09 ,800

The excavation from No. 1 to No. 5 inclusive would be chiefly done by dredging machines; part of the excavation would be, however, by hand labor, viz., that portion of the cuttings situated above low water line. The dredging operations should be again divided into two kinds, viz., dredging done by machines of small draft and power, of the class like the "Emilio Castro, to open the way for the larger dredgers; and dredging done by machines of larger draft and great power, of the "Riachuelo" class of machines.

Subdividing the excavation in this manner, we have:—

	Cubic Yards.
A.—Excavation by dredgers of the "Riachuelo" class	1,15 ,700
B.—Excavation by dredgers of the "Emilio Castro" class.....	637,500
C.—Excavation by hand labor.....	3o2,6 0
Total	2,090,8 0

The above subdivision of the excavation is important, inasmuch as the cost of the excavation per cubic yard depends on the size of the dredgers, and because the large class of dredgers could do nothing within the Riachuelo without a certain amount of excavation having already been accomplished by dredgers of the smaller class and of a special construction. Moreover, by this subdivision it may be determined what sort and what number of dredgers will be required in order to complete the work in a given time.

The "Riachuelo" class of dredgers will in a day of 10 hours' constant work raise on the average 2500 cubic yards of material. The "Emilio Castro" class of dredgers will, under similar circumstances and in the same time, raise 500 cubic yards. If, accordingly, the whole of the excavation under A and B is to be completed within two years, and taking the year at 250 working days, making allowance for bad weather, repairs, renewals, &c., then there would be required one dredger of the "Riachuelo" class and about three dredgers of the "Emilio Castro" class to complete the canalisation of the river according to the plans herewith submitted.

These excavations will secure within the Riachuelo a fine channel over two miles long, allowing at all times vessels drawing 12 feet, and twice a day vessels drawing 16 feet, to sail from the La Plata into the Riachuelo and "vice-versa," for the discharge of goods or to take in cargo. Vessels may also run for shelter from the La Plata into a safe and commodious river.

It is hardly necessary to observe that along the banks of the canalised Riachuelo moles may be constructed for the convenient and quick discharge of goods for the import as well as the export trade of the Province.

The cost of canalising and cleansing the Riachuelo as above described may be estimated with certainty and accuracy. The "Riachuelo" class of dredgers will annually raise about 625,000 cubic yards at a cost of about $66,000 f.; this estimate includes the fleet of barges and the tug-steamer attending on the dredger; it includes all expenses attending the operations of dredging and removing the material, viz., salaries of the officers and the crew of the various vessels, fuel, oil, repairs, &c. The "Riachuelo" class of dredger will accordingly raise and remove the material at a cost of about $2½ mpc. per cubic yard.

The "Emilio Castro" class of dredger will annually raise about 125,000 cubic yards at a cost of about $45,000 f. including the various expenses, in the same way as above detailed for the larger class of dredger, which brings the cost of the dredged and removed material to about $9 mpc. per cubic yard.

The excavation by hand labor will cost from 16 to 20 pesos mpc. per cubic yard, under the circumstances and requirements attending the excavation.

The total cost of the engineering part for the cleansing and canalisation of the Riachuelo as above described, according to plans and specifications, would therefore be as follows:—

1.—Excavation by dredgers	$ 1,339,967
2.—Excavation by hand labor.....	217,872
3. ngineering superintendence.....	55,784
4.—Interest 7 per cent. capital expended during construction, in two years.	42,954
5.—Contingences, 10 per cent.....	61 362
To al.....	$1.717,939

Say seven hundred and eighteen thousand hard dollars.

The canalisation of the river involves its widening, the cutting off of inconvenient turns, &c.; and accordingly some land along the banks of the Riachuelo will have to be expropriated. At present the value of most of the land proposed to be taken is very small and merely nominal; the land will, however, materially increase in value by the canalisation of the river and other works in contemplation.

In order to complete the above works in less than three years, there will be required two more dredgers of the "Emilio Castro" class, with a number of small barges and a small tug-steamer, the cost of all of which I estimate at $110,000 f.

These additional dredgers, barges, and tug-steamers might be obtained within nine months from the time instructions for their construction may be given, and as in the meantime the dredging fleet already under your Excellency's control might commence operations, the completion of the above works might be safely calculated at two and a half years from the time of commencement of the excavations and the simultaneous order for the additional small dredging fleet.

The dredging operations will require careful attention and constant engineering supervision, to ensure satisfactory results in the excavation of a channel of uniform depth and width.

PORT OF BUENOS AYRES.

Within the La Plata.

Previous to the instructions which I had the honor of receiving from the Provincial Government for the survey of the Riachuelo, I was charged with the surveys of the La Plata, Parana, and Uruguay Rivers, to obtain the necessary information for an eminent English engineer, contracted by the National and Provincial Governments to report on the practicability of constructing a port at or near Buenos Ayres.

The whole of the information referring to the engineering part of the numerous questions raised by the instructions of the joint Governments was obtained exclusively through my surveys and observations, and the reports of that eminent engineer were based upon them as far as they rest upon observations and the result of surveys.

I was agreeable to the preliminary report of that eminent engineer, dated Jan. 9, 1871, though we differed at the time on the mode of constructing the harbor. The site of the proposed port, as well as the line of main channel, were my own selection, and I will now state some of the reasons which guided me to suggest that site and that line of channel.

It is of the greatest importance for Buenos Ayres, and the whole Province, that the port should be as near the city as possible. The observations proved to our satisfaction that the material which formed the bottom of the River Plate was not of a shifting nature, and that it may be safely assumed that a channel once excavated would also maintain itself with but little assistance.

At the time, January, 1871, there was no positive information on the nature of the ground within which the harbor was to be excavated. We were informed by those supposed to be best acquainted with the River Plate that the excavation would be principally in sand and clay; no difficulty was accordingly expected in the excavation of the harbor. At the northern end of the proposed dock a hard substance, called "tosca," was visible above low water line for about 100 yards from shore, and although a small part of the excavation would apparently have been in that material, it was not considered to raise a difficulty in the construction of the doc .

To remove all doubt on the subject, I recommended, early in February, 1871, the systematic exploration of the ground selected for the harbor of Buenos Ayres, and a great number of borings were made at the expense of the Provincial Government under the proposed dock-wallings along their whole length, and also borings on the line of main channel. *These observations were collected for the final report of the eminent engineer referred to.* The result of the exploration was unfavorable for the site I had suggested, *and I had accordingly advised the eminent engineer to change the site and the line of channel, in order to bring the geological formation of the district in better harmony with the requirements of the proposed harbor.*

The borings discovered the fact that a calcareous rock formation, called "tosca," underlies the whole dock, and that the level of this formation is unfortunately *several yards too high for the convenient excavation of the dock.* Later on the still more serious discovery was made that the same formation also underlies the proposed main channel, and that for about two miles *the level of this formation is again a couple of yards too high, necessitating rock-excavation also within the main channel.*

Long before all this information could reach the eminent engineer referred to he prepared and forwarded a final report on harbor accommodation at Buenos Ayres, dated 8th April 1871, in order to have his scheme immediately submitted to the Legislature, annually meeting in the month of May.

The designs of his final report, prepared in England, leave no doubt about the character and the quality of the works he proposes; and having been from the commencement intimately connected with the whole scheme, I believe I am bound, under the circumstances, to offer a short analysis of the more prominent features of the scheme.

An embankment is in the first place proposed to commence near the Gas-works, to run as far as the Boca of the Riachuelo. The length of the embankment is over 5000 yards, and it is to be about 15 feet above ordinary low water line. The general level of the embankment is that of Santa Rosa flood, with an esplanade rising 5 feet higher and a parapet rising 8 feet above that flood. The embankment is to be earth-work pitched with stone.

The object of this embankment, as stated in the report, is to enclose and reclaim a space of land of about 550 acres from the La Plata, within which area the docks are to be "excavated and built in the dry," without interference from water except that which falls on the surface or the small quantity which may possibly pass through the sandy mud which lies in the tosca.

It may be here observed that the embankment would have to be continued from the Boca along the margin of the La Plata towards San Telmo for another 2000 yards, if the frequent high floods are to be excluded from the space within which the docks are to be excavated and built "in the dry" —making the total length of embankment over 7000 yards, or over four English miles.

It is, however, not so much a question whether the proposed embankment be one or four miles long; its construction in the La Plata, according to the design of the eminent engineer, I believe to be impracticable.

The River Plate is called a "river" because its waters are sweet, derived principally from the Great Paraná; but in reality the La Plata is a vast estuary of the sea, the nearest land from the river side of the proposed works being 28 miles distant, and with an increasing width of estuary he Atlantic Ocean is within 100 miles from the proposed embankment.

With storms from S.E and E.S.E. the breakers of the Atlantic sweep past Buenos Ayres with great force, swelling the depth of the estuary from 10 to 15 feet. The force of the waves breaking along the shore at Buenos Ayres may be illustrated by the fact that many of the pilasters of the present river wall near the passenger mole and the iron railing attached to them have been carried away by the waves, although the top of the wall is more than 17 feet above ordinary high water level.

The proposed embankment, resembling so much those of the waterworks of Manchester and other towns, would have to be built in a sea facing the breakers of the Atlantic. Favored by fine weather and smooth water, a few hundred yards of the embankment might be made; but the first storm from S.E. would seriously injure the larger part of the work already accomplished. The heavy stone pitching facing the embankment against the sea would be of no substantial avail, under the circumstances, for the earthwork embankment must be first made before the stone pitching can be laid upon it; and with the progress of the work it is inevitable that a considerable portion of the earthwork will remain exposed. The injury to the work would begin at the exposed parts, and the waves would continue to undermine the more finished portion of the embankment.

According to the design of the eminent engineer, the proposition is this: First to deposit a quantity of stone at the foot of the proposed embankment to form a "toe" for the bank; then to raise the bank by the deposit of earthy matter, and as it increases in height to pitch its slope exposed to the sea with stone. There would be some difficulty to pitch with heavy stone a slope of earthy matter newly deposited in water, and which would assume a consistency somewhat like puddle.—However this may be accomplished, it can only be done by degrees; and until the bank and the pitching are considerably above high water the waves of the sea due to a moderate breeze would break over stone pitching and earthen bank, to the ruin of both. It is impracticable to assume the embankment would be advanced full size from the point of commencement, because, in the first place, the earthwork must be allowed to settle before pitching or masonry could be finally laid upon it; and, in the next place, it would then admit only a few hands to lay the pitching at its foremost end; and its completion under these circumstances would be interminable. Even on this system of proceeding, the foremost end of the bank would be exposed, liable to injury from a sea-way, and the disintegration of the finished part of the work would follow.

It is an essentially different operation to build such a bank on land in the dry, like those of reservoirs or waterworks, and to build it within a sea subject to tides and severe storms.

There is another serious feature in the design of this bank. The stone "toe" of the bank will by degrees bury itself in the sand on which it is proposed it should be deposited. The consequence would be the gradual sliding-down of the pitching, to the serious injury of the esplanade and the parapet, and of the bank itself.

The eminent designer of these works does not appear to be aware that bulky matter deposited on the surface of the ground near the proposed embankment, no matter what size, buries itself, disappearing from the surface. At the foot of the proposed embankment there is a large vessel entirely buried in the sand, and nothing but the high mast is visible above the present even surface of the ground. At other points close by the bank a couple of wrecks are in the course of burying themselves. I had an opportunity of witnessing the process of sinking of some of these wrecks during the extraordinary low water of the La Plata on the 15th March, 1871. I have seen wrecks, each lying in a kind of well of its own precisely of the shape of the vessel, the depression commencing about 18 feet from the wreck and rapidly descending. The wrecks sink lower and lower until they reach the tosca.

The stone deposited on the sand to form the "toe" of the bank will in a similar manner bury itself in the sand until it reaches the tosca, and then it will rest upon firm ground and move no more.

I have devoted some attention to this matter, because the above embankment forms the key of the whole design of the eminent engineer, and because the failure of the bank would materially affect his scheme, supposing it to be practicable and desirable in other respects.

An embankment might be constructed on the proposed line—if constructed it must be—though different in design, and by a different mode of proceeding. If a water-tight embankment from the Gas-works to the Boca must be made, the first thing should be, in my opinion, the construction of a stone breakwater in front of the proposed bank, raised to its full height or somewhat higher. Behind this stone breakwater there would be at all times a pool of smooth water in calm weather as well as in storms, within which the earthwork bank might be formed and completed. The difficulty of this mode of proceeding is the great cost attending the construction of a stone breakwater in a country altogether deficient of stone, the market value of which, for ordinary coarse cobble pavement of the streets, for thousands of tons annually required, is about 90 dollars currency per ton on shore. Such a breakwater would cost more than half the estimate of the harbor works, and would require many years for its completion.

Passing over the difficulty and the cost of the proposed water-tight embankment, there are other difficulties in the way of constructing the dock according to the designs of the eminent engineer.

Completing this embankment, the area enclosed between the bank and the shore would be converted into a swamp by the stagnant water draining into that depression by infiltration and by heavy rains falling on the enclosed surface; and whether pumping establishments on a reasonable scale could keep it clear of water I am not prepared to say; but certain it is, that as soon as the excavation of the dock would be commenced in the tosca, exposing an area of a hundred yards in width by a thousand and more yards in length, the infiltration into this enormous well would overpower pumping establishments on any practicable scale.

It is known that the wells in Buenos Ayres, and also further inland, give an abundant supply of water as soon as the level of the La Plata is reached. The excavation of the dock within the tosca—a porous, water-bearing strata—would be from 20 to 30 feet below the La Plata. The excavated area would be equal to tens of thousands of ordinary wells on shore; and it is beyond doubt, that this excavation, forming a well of immense size in the immediate vicinity of the La Plata, would give water at least at the same rate as ordinary wells on land a hundred or a thousand yards distant from the shore of the La Plata.

The supposed or assumed excavation of the dock "in the dry" would be in all probability imaginary. it would be obviously "in the wet," many feet under water. Under these circumstances the water-tight embankment becomes superfluous, and the cost of excavation of the tosca under water by blasting operation is not only problematical, but it may possibly exceed the estimate of the eminent engineer for the whole harbor works. All this arises chiefly from the unfavorable geological formation of the site selected for the works.

I do not think it can be seriously intended to raise the area enclosed by the embankment to about 15 ft. above ordinary low water. It would require over ten millions cubic yards of filling, nearly all of which would have to come by rail a couple of miles distant. The material excavated by the dredgers from the proposed main channel would be thin blue mud, with the exception of a small quantity of sand within the first mile or so. This mud is not a desirable material for raising the surface of the ground, and even if taken, it would be as costly as the better material taken from the barranca, on account of the difficulty and expense of getting the dredged material in windy weather out of the barges to a high level. The cost of raising the ground to the proposed level would exceed one million sterling.

I now come to the consideration of the main channel. The borings discovered the fact that for about two miles the tosca is met, and must be excavated from 5 to 6 feet deep to give the channel 20 feet depth at ordinary low water. Such a depth would be, however, insufficient with a rocky bottom of channel. It is out of question to remove a material with dredgers which could only be penetrated with difficulty by approved boring tools with the use of steel jampers, the progress made being frequently under six inches per hour.

The excavation of the tosca on the main channel would have to be blasted under water, and the tosca broken loose by blasting might be raised by dredgers in a similar manner as practised on a small ridge of gypsum rock in the excavation of the Suez Canal.

I do not venture to name a sum which might cover the expenses of removing the tosca on the main channel under the turbid waters of the La Plata; equally hazardous would it be to estimate the time necessary for the completion of the excavation.

I have now touched upon the more prominent features of the large harbor scheme above referred to. I believe the scheme had been hastily prepared by its eminent author, without due regard to facts disclosed by systematic observations.

It is, in my opinion, not so much a question whether the works required for their completion two or four millions sterling, than a question whether they may be completed in a reasonable space of time. The great danger is a hasty proceeding in large matters. Everything is represented as favorable as could be wished for, and all may begin cheerfully. One million sterling having been spent, and certain difficulties having been discovered at variance with the legitimate hopes of engineers and a number of contractors and their allies,—the Government is pressed not to abandon the works, to allow an additional million over the estimate, so as to save the money already spent and to meet the difficulties;—all is going on quietly for a time again, when, at the end of the second million, another storm of difficulties will require the third—and so on, the more money spent, the more is the additional supply required by circumstances. This is the usual way a nation is made to pay dearly for empty promises, the worst of it being the non-completion of the much-needed works demanded by the development of the industry and trade of the people, to ensure them a reasonable amount of comfort and convenience.

PORT OF BUENOS AYRES.

Within the Basin of the Riachuelo.

During my surveys of the La Plata with a view to obtain information for the consideration of harbor works within its waters, I have avoided the district adjoining the banks of the Riachuelo. Not only did the numerous saladeros and other establishments on its banks and the abominable condition of the river interfere with possible harbor works there, but the opinion expressed by those supposed to be best acquainted with the district was to the effect that no good foundation could be reached within fifty or a hundred feet of the surface of the ground. These considerations disposed of the district as undesirable for substantial harbor works.

A regular survey of the Riachuelo, however, disclosed the fact that the assertion of engineers and others, though correct in certain districts, is by no means correct for a very large portion of the basin of the Riachuelo, and that, on the contrary, a rocky foundation, called "tosca," is almost everywhere met at a convenient distance from the ground, from 20 to 30 feet, securing excellent foundation for harbor works of a heavy description.

The epidemic of 1871 necessitating the survey of the river, disclosed these important facts, sweeping at the same time the saladeros and like establishments from the banks of the Riachuelo: it is accordingly due to the epidemic that this district was opened for the construction of harbor works.

Within the basin of the Riachuelo there are no stone breakwaters required to be constructed in order to break the force of the waves of S.E. and E.S.E. storms, because the breakwater is already made by Nature in the shape of the right bank of the La Plata, studded with trees and shrubs. There is no embankment necessary to be constructed, for a water-tight bank was formed by Nature generations ago in the shape of a vast deposit of clayey puddle and mud. There is no excavation in the rock to be made, either within the docks or on a main line of channel; for Nature placed the rocks at a sufficient depth below the bottom of a main channel and certain docks, at the same time within convenient reach for the foundation of dock-wallings. There is no need to raise the level of the ground by artificial and expensive means, because Nature has already raised it within a couple of feet of the highest floods. In short, there is nothing remarkable to be done by the engineer, for the greatest engineer, Nature, has already accomplished the most difficult and important parts of the task.

I have in the preceding pages already observed that a channel running from 21 feet depth of water of the La Plata at low water to boring No. 5, on land, may be made by ordinary dredgers without meeting with any hard material in the excavation.

Following, however, in the same direction on land towards the Riachuelo, the available depth is reduced to about 16 feet (sixteen feet) at low water, inasmuch as the tosca again rises to that level in that direction.

Taking, however, with the main channel from boring No. 5 a direction indicated on the general plan, the full depth may be maintained within soft material. On the accompanying plan I have indicated the site for three large docks, having together a water-area of over 100 acres and an available quayage of over 4000 yards, and there is room for several more docks of similar size.

The construction of these docks would be rapid, simple, and inexpensive. The dock-wallings would be sunk from the present surface of the ground to the tosca, in the same manner as foundations for any other building, except on a larger scale for heavier structure. The dock-wallings having been completed and the causeways raised to the proper level, the whole material under low water line would be excavated by dredgers of the "Emilio Castro" class to within four feet below low water, and the remaining 17 feet of depth by dredgers of the "Riachuelo" class. All the dredgers would make their way from the main channel directly into the new docks.

In conclusion, I beg to recommend the prompt canalisation and cleansing of the Riachuelo. I have divided the whole of this work into five sections, referred to in detail, page No. 6, under excavations from No. 1 to No. 5, together 2,090,800 cubic yards. The work should proceed in the manner indicated, completing first section No. 1, to be followed by section No. 2, and so on. The expenditure may then, without prejudice, be limited to the completion of a certain number of sections, as may be determined upon according to convenience and circumstances. The completion of the first section [within La Plata] will require an expenditure of 23 per cent. of the whole estimate; the second 12 per cent.; the third 14 per cent.; the fourth 11 per cent.; and the fifth section 40 per cent. of the whole estimate.

I would also recommend a detailed survey and systematic exploration of the ground available for the docks of the future port of Buenos Ayres. Experience will be gained by the completion of the proposed channel from the La Plata for the canalisation of the Riachuelo: the excavated channel in the La Plata will be a matter of fact, and its maintenance may be carefully ascertained by frequent and exact observations. If the new channel is at all liable to fill up, it is this portion of the channel which is most liable to do so from its proximity to the shore and the shallowness of the La Plata, within which it is excavated; and these observations will finally settle the most important question whether a channel from deep water of the La Plata can be maintained, before heavy expenditure had been incurred for the construction of harbor works on a large scale, all of which ultimately depend on a new navigable, deep channel within the La Plata.

It is with much pleasure that I herewith beg to record my thanks to the Government commission of the Riachuelo surveys, Don Francisco B. Madero and Don Adolfo J. Bullrich, for the prompt assistance they afforded me in supplying the requirements of a difficult survey during the epidemic, as well as since that terrible visitation, and also to recognise the valuable services rendered me by two promising Argentine engineers, Don Carlos Oliverá and Don Guillermo White.

I have the honor to remain,
Your Excellency's
Most obd't and faithful serv't,
J. J. REVY.

Respecting the inauguration of the Santa Lucia railway we are informed that the line will be opened to public traffic on Saturday next, but there will be no official inauguration till the bridge over the Santa Lucia is finished, which will be in about a month more.

The last official Health Report says the hygienic condition of the population is much the same as a fortnight ago, excepting cases of glandular swellings which have increased.

Dr. Dn. Jose Dominguez, brother of the Minister of Finance, has been proposed by Government to fill the vacancy left in the Federal Court by the death of Dr. Ugarte. Dr. Dominguez stands very high as a sound and erudite lawyer, and no better man could be selected for the responsible position in question.

The University of Chile has just conferred a high honour on our esteemed friend Don Jose Manuel Estrada, by naming him one of its honorary members.

A poor Italian emigrant had his skull cracked and all his money stolen yesterday by two countrymen who volunteered to show him the beauties of the city. The victim had not been an hour on shore.

Our colleague Dn. Hector Varela, editor of the *Americano*, has addressed a note to the Paraguayan minister for Foreign Affairs, resigning his appointment as Paraguayan Envoy to France, on the ground that he cannot approve of Paraguay jilting her old love, the Argentine Republic, for that 'gros militaire' Brazil. Poor Paraguay!

Ensenada is preparing for a stunning civil and religious 'blow out' on the 24th, and Capilla del Senor for ditto on the 14th, the festivals of their respective patrons.

The Commission named by the Provincial Government to report on Ensenada as a site for saladeros, strongly recommends the Lomas de Ensenada; they state that the liquid residue must be used for irrigation, or carried off through an iron pipe into the Plate between the arroyos Santiago and Masa.

Mr. Ringuelet and an engineer of the Topographical department have been named to report on Mr. Revy's plans for canalizing the Riachuelo.

Messrs. Carrega, Lynch and Gowland have presented a project of Law to the Provincial Deputies proposing that after the 1st of January next all the judicial deposits of the Provincial Bank shall be allowed half the current interest. This is decidedly a step in the right direction; but why should a minor's or legatee's money be worth less than other people's to the Bank?

COMMERCIAL NEWS.

September 6th. 1872.

The Bond market suffered depression today by a rumor of a new emission of six millions to pay some old accounts presented through Senator Oroño: there was a fall of ¼ from yesterday for end of the month, viz—

14,000 cash at 75¾
5,000 for to-morrow do.
5,000 for 30th at 76¾

We have to note 30 shares of the Argentine Bank at 25 premium.

Scrip of Mortgage Bank, Series A is still very high: 8,0 0 sold cash at 96¾ and 10,000 for the 14th at 96½. The numbers 'sorteados will be found in another column.

In exchange the rates are same as yesterday, 50½ drawers, 50¾ takers: most of the business done at 50½

There was much enquiry for market-reports, but the mails were not yet delivered, and the *Telegrafo Marítimo* did not come up to-day, causing much disappointment. Hides to-day are weak. Private advices report Cardiff coal gone up to 27 shillings, and hard to get at that price.

The telegram from Montevideo says:—

Francois Premier arrived from Havre. Two cargoes of white pine and spruce from Portland, to be delivered at San Nicolas and Rosario at 51; Paper ½: Playa shares 70; Extraordinary Debt for end of Sept. 55¼; Internal do 55; Exchange 52½.

Mr. Billinghurst received yesterday from Mr. Crawford a present of a varied collection of mineral samples of gold, silver, lead &c. found on the Transandine surveys in the Sierras.

The goods traffic on the Western Railway is prodigious. Besides the ordinary goods trains there are almost daily special ones, one of which this morning had 71 laden waggons drawn by 2 locomotives.

There have been hard frosts for the last two nights.

The auction of Mr. Rumball's furniture to-day by Mr. Bullrich was largely attended and fetched high prices.

The telegram from Montevideo yesterday to the Bolsa about an impending diplomatic rupture between Great Britain and the Argentine Republic was happily incorrect or at least greatly exaggerated. The *Times* reports verbatim what passed in the House of Commons on the 6th August, when Lord Enfield, Under-secretary of State for Foreign Affairs merely observed on the part of the British Government, with reference to the Tandil massacre that "Mr. MacDonnell was instructed to remind the Argentine Government of the obligation incurred by it to deal with those whom it has induced by its assurances to settle in the country as with its own citizens, and to take the most effectual measures in its power for their protection; but that if this be not done, it must reconcile itself to the reproaches of those nations whose subjects suffer from its neglect of duty, and to the loss it will sustain by a cessation of the flow of immigration".

Satisfactory advices of the Bermejo expedition were received to-day from the authorities of Salta. On August 8th Mr. Roldan had reached Pescado Flaco, en route for Rivadavia colony, having repaired some broken machinery.

Congress has taken up a project for four new railways, one from Chivilcoy to Mendoza, another from Mendoza to San Juan and through Los Patos pass to Chile, a third from Tortoradejo to San Juan, a fourth from Tucuman to Jujuy and the Bolivian frontier. As coal keeps rising in England; additional interest attaches to the third line—which is Mr. Klappenbach's, passing through the Maravos coal territory.

Carrill's new railway law, laid before the house, if passed will place all the engineers in Buenos Ayres at the feet of the minister. The law is a clean sweep, and a decided move in the right direction. We publish a translation of the scheme.

Merchants and others, as a rule, are not very well up in Argentine politics: they know through the papers what is going on, and often don't care to know any more. The last feature of the question of limits is, however, of such transcendent importance that it must not be overlooked, since if carried out, it will change in one respect the commercial aspect of this Republic. It is proposed that in settling with Bolivia for Tarija and the Chaco, the Argentine Government will cede its rights to this splendid territory provided the Bolivians grant to the Argentine Republic a port on the Pacific. Only those well up on the subject can offer an opinion on the matter. The brokers, to a man, are for giving up the Chaco, and getting the port in the Pacific.

The Capital question still lends itself to speculation. The Committee of the House has reported in favour of Rosario, but Dr. Rawson has entered with his old scheme—Las Piedras. No doubt Las Piedras would be a pleasant site for the Capital, federalizing territory from Arroyo Medio and Pavon. The property about them for the most part belongs to Mr. Blytne, an American merchant.

The Finance Minister has transmitted to Congress the statutes and by-laws for the formation of the Provincial Bank of Entre Rios. It is said there is a hitch, and the business will stand over till next year.

Yesterday there was another 'resguardo' explosion down towards the Capitania. It appears that the difficulty is caused by some mistake in the manifests. French barque Deux Amis, 2 kegs wine, 2 casks pork, 1 box vermouth, a basket of biscuits, 1 box bitters, 35 bottles Bordeaux wine, 10 do oil. German barque Riffondo de Tarragons—18 ar. grease. Argentine barque Carlo—2 barrels wine, 130 cases wine, 9 lbs. tripe, 250 eggs, 80 lbs. fish, 50 bottles wine. It seems after all that these articles are merely the ship's 'rancho' or stores.

The beautiful Archimedes, Mr. Fulton Mendez's steamer, has gone up again to Ibicuy to ferry over cattle.

Of the Emmanuel and her cargo we hear that some 500 hides have been saved. She had on board when she was beached 8000 salted hides and 50 pipes tallow. There is now a crowd of sailors at work. Nearly all the cargo will be got out, but the vessel will prove a total loss, and, they say, not insured.

According to latest advices from Rio, the flour market there rules flat—22,000 brls in stock from M. Video and 10,000 from Chile.

Governor Acosta has granted full permission to Echebarne Bros. to change their small graseria on their estancia in the district of Mercedes into a full sized saladero for the sheep business, with power to work on the largest scale.

The Provincial Government paid to the Credit Department on the 4th inst. $259,508 m/c to attend to the August service of some of the Provincial loans. We notice also a payment of $46,036 m/c to the Bomberos for uniforms. They ought to be well dressed now. The Contribucion tax comes in slowly enough—only $3000 m/c paid up yesterday.

Since there is so much noise made about starting a new River Parana steamboat company to ply between here and Rosario, shares to belong to dealers along the rive, a sort of mutual steamboat freight and passage company (and we hear all the money is ready, and only the steamers wanting), query—Would it not be well for the starters of this concern to make a clean breast of it to Capt. Bruce, ask him to name his price for his steamers, and buy them all up for the new line? This would be far the most sensible plan, for the traffic on the river is by no means able to support any more steamers than at present, and some of the dealers and shopkeepers along the river, who are now so anxious to start this company, will be wound up before coal delines if they don't look out.

Mr. Terrin, residing 3 leagues from Lobos, has received permission to work a graseria on his land.

The judicial sale of lighters down at the Boca last week gave good results: the four 'goletas' realized over $100,000 m/c.

Mr. Bateman's letter to the Provincial Minister on the subject of the Port Scheme, under date of 28th May, 1872, is a paper of importance. He says that the work can be done for two millions, and that the discovery of cement, &c., is a matter of the very highest importance in a work of this description, and will lessen expenses say 2 per cent. The port scheme was brought before Congress but two days ago, by Dr. Rawson; the Executive sent in all the papers, and the house ordered them to be at once printed and published, so we may look forward now to the fullest details touching this important matter.

The almacenero firm of Peregrino Lozada and Co. is, by mutual consent, dissolved. Mr. P. Lozada carries on the concern in his own name henceforward.

To-day Messrs. Larroze's new cars were put on the line: henceforth they will run every three minutes.

A transaction of a very large character was announced to-day the purchase by Messrs. Lanus and Lezica of lands and stock in Entre Rios, from the Urquiza family, to the amount of £300,000 sterling.

Messrs Bullrich and Co. have favoured us with the official report of their sale on Thursday—

1 ram	$4600	Lahitte
1 "	2700	B Migura
1 "	5400	Fernandez
1 "	2200	Reyes
2 swine	250	Pablo Garcia
1 ram	3000	Newton
1 "	2100	Migura
1 "	2200	Rayces
1 "	3000	Migura
1 "	1400	Rayces
1 "	3800	Carlos Urieste
1 "	2600	Amada
1 "	1700	Isbis
1 "	1600	Amado
2 swine	250	Fernando
1 sow	700	Malcolm
1 hog	500	Fernando

In the Plaza de Once the following sales are reported—

250 doz. of matadero sheepskins at		$ 375
200 "	" "	370
150 "	" "	385
50 "	" "	350
100 "	" "	365
5 "	" of camp skins	25 to 26 rls
300 "	" of camp skins deshecho	17 to 18 "
500 cow hides from $170 to 178		
150 arr. horsehair from $175 to 180.		

September 7, 1872.

The Bond market has fallen nearly 1 per cent. by this Oroño business and continues weak at lower quotations, the transactions today being as follows—

1,700 cash at 75¾.
195,000 for 30th at 75¼.
20,000 " " at 76.
70,000 " " at 75¾.
5,000 for Oct 31st at 75.
10,000 " " " at 74¾.
10,000 " " " at 74¾.

The vencimientos were 20,000.

In Mortgage cedulas 1200 of B. series at 96½.

The arrival of the Patagonia's news spread sunshine, being if possible more cheering than the News's. As she arrived a day before time and left Flores Island to-day at 2 p. m. for Valparaiso passengers were disappointed: there was no steamer last evening to Montevideo.

The Alps entered Rio on 30th from Glasgow and Bordeaux. The Ebro, R. M. S. may be looked for about Friday or Saturday with latest dates: the French railways have agreed to reduce 20 per cent. from Cherbourg to Paris for passengers per Royal Mail.

Mr. Raymond sold to-day an old site adjoining Perisse's, at the corner of Suypacha, Nos. 106, 108 and 110 Suipacha, 14x35 for 500,000$, being 1,020 per sq. vara.

Mr. Casares is in treaty with the Government for the sale of his property in Calle Balcarce; the price will not be under 2,000 per sq. vara.

In Exchange the quotations are—
London 50½-¾ cash, 50½ Saturday.
Antwerp 5.35 cash, 5.33 Saturday.
France—up to day to 5.38 and even 40, owing to news per Patagonia.
M. Video, little doing, at ¼ prem.
Berlin, 42¾.

Good amount done this week, business brisker than expected.

The *Tiempo* contains an elaborate project for nationalizing the Provincial Bank of B. Ayres. The scheme is by some attributed to a gentleman whose name is favorably associated with Argentine finances for nearly 20 years, and it is like y to command attention.

The morning papers state that the Custom-house duties on the 2nd and 3rd inst amounted to $f.200,000: this would be at the rate of 30 millions a year, or nearly double what the Minister calculates on.

Among the patents issued lately are the following—

To Mr. James L. Plinton for a new kind of skates,

To Aymar Sola, Fortuny & Co. for wool-washing.

To Rob. W. Thompson for gutta-percha tires.

The new Postal Law promulgated in to-day's Boletin abolishes the charge for delivering prepaid letters through town.

The Contaduria reported yesterday on the Varela Loan—

Received. in 1871.....		8,687,505
Do in 1872.....		3,285,197
		$11.972,702
Expended in 1870.....		12,060
Do in 1871.....		3,673,349
Do in 1872.....		509,299
		$4,194,708
Balance on hands.....		7,777,994

The Custom-house has paid Mr Seol $f.110 for some stationery invoiced at $f.100.

Owing to the great rise in price of iron and coal Dr. Olguin has had great difficulty in forming the Belgrano Gas Company, but we are happy in stating that all difficulties are now at an end, and the engineers, with several of the workmen, may be expected next month in Buenos Ayres. With gaslights in Belgrano, the town will assume a very different appearance, and cer ainly increase the value of property there. We congratulate Dr Olguin, and firmly believe that if this matter had been left in less energetic hands the business must have been delayed for some time to come. The Doctors' representative in B. Ayres assures us the whole of the business will be entrusted to one of the best gas contractors in England, and the works be superior to anything we have at present in South America.

Sales to-day in the North Plaza—
200 doz matadero at 30 rls per lb
150 do 29 "
400 do camp 26 "

Horse Hair.

80 arr at $170.

Lambskins.

400 doz at 18 per doz.

Wheat.

250 fan. superior at 108.
230 do inferior at 130.

From the Samborombon they are shipping sheep for Rio Janeyro.

Last accounts from Frayle Muerto—Great drought; crops look badly.

It was said on 'Change to-day the Oroño emission scheme will not be carried out; that the Session is now too far advanced to take up the matter, and furthermore that the Minister of Hacienda is opposed to any new emmission of National Bonds.

At the last meeting of Congress the Capital bill, approved by the Senate, naming Rosario for capital, was thrown out by the Deputies. Thus, the question now goes over until next year.

The buildings for the Mutual Gas Company's works will be commenced on Monday, the 9th inst., and judging from the plans, the front will be neat, and ornamented with an illuminated clock. The tramway from the Boca will be in a direct line facing the fabric, and as the distance is only 4 or five squares, the coal will be delivered at a very slight expense. We observe the gasholder is the largest in South America, and the works contain tramway lines inside, and every facility for economical management. It is said that the tar will be used for enriching the gas instead of being for sale.

We have received copies of the Municipal and Government documents relating to the Mutual Gas Company, and as a specimen of our improved Government House work, we note that the papers passed through the hands of Messrs. Agote, Moreno and ex-Governor Castro, all in one day. In our advertising columns will be found that tenders are called for the builder's work, so that notwithstanding the price of iron the company is determined to go on, and will issue more capital to carry out larger works than was at first contemplated. Taking into consideration the hundreds of squares yet without gas in Buenos Ayres, there is plenty of room for all, and there is no better investment than the coal gas business in B. Ayres, no matter with what Company or place. We hear an English firm offered to take over this company, and pay a good sum for same, but the shareholders see more clearly every day that the business is good, and prefer calling up a little more capital for the advance in price of iron, and continuing as per statutes. The chief of police complains much of the want of gas in our city and environs, and there can be no doubt that when the city is better lighted our properties will be enhanced in value, and the duties of 'vigilantes' greatly lightened.

The *Telegrafo* mentions that a meeting of the B. Ayres and Parana Railway Co., commonly known as Matti's railway to Campany, was held in London, merely of a formal character, the Directors stating that as the Company had been so recently formed they had no news of interest for the shareholders. As it is currently believed that this enterprise was paralyzed by the obnoxious law of the B. Ayres Legislature it is likely that when the news of its repeal reaches London the matter will be taken actively in hand.

There is a good deal said about the demand made by the United States Minister at Montevideo, Hon. Mr. Stevens, on the Oriental Government for the payment of some small claim due to an American citizen for cattle taken from him during the siege of Montevideo. The claim is so small—and, we understand, has been long since recognised—that it is extraordinary such a noise should be made about it. As we are not in full possession of the facts, it is impossible to express an opinion on the matter.

The Havre steamer Francois Premier will be unable to go to Valparaiso, owing to injury sustained in running on a bank east of Cape St. Mary, which will oblige her to go to Rio Janeyro for repairs.

A manufactury of acoustic tiles is to be established at Rosario, by a company of Basques, and it is anticipated will be a success.

The Spanish brig Jose Maria was despatched on Wednesday from Rosario for Barcelona with the following cargo:—

94 packages tallow.
3 bales cuttings.
187 mare skins.
7755 horns.
6093 hides.
1 63 calf skins.
11 boxes ostrich feathers.
1716 lb old copper.

Messrs Augustina Silveyra and Arthur J Goulstone received to-day from the Patent-office two patents for two new systems of preserving beef, with exclusive privilege for fifteen years throughout the Argentine Republic. Mr. Silveyra's nephew writes from the Neva, in quarantine, that nothing could be more splendid than the success at Rio, as attested by the British, Argentine, and Oriental Consuls, as soon as the passengers get ashore, on Tuesday, Mr. Silveyra promises full details. The inventors calculate on being able to sell beef at, with profit, at 3d per pound in England Australian beef, of which a thousand quintals arrive monthly in the English market, finds easy sale at a higher figure. Meantime Messrs Silveyra and Goulstone are in a fair way to make a fortune by the business, but this is a very small consideration to the immense benefit which would accrue to this country if we began to export beef on the same scale as Australia: it would speedily drive up the value of horned cattle to four or five times the present figure, and make the estancieros as rich as nabobs.

The Ollers, Captain Hairby, leaves on Monday with a good number of passengers and 1300 tons of cargo. The increased rate of freights by these steamers will be 40 to 50 shillings and 10 per cent., owing to the rise in coal, which continues so firm in England that the Yorkshire firms have declared another rise, and house-coal that stood last year at 9 is now worth 20 shillings a ton.'

Property-holders about San José de Flores are notified that if they do not pay their quotas of the Contribucion Directa in the ensuing month they will be fined.

The demand for shears and twine has already set in; the wholesale houses are crowded with dealers, and the orders from the camp would indicate that there is not a pair of shears left on an estancia since last year. The extravagance of sheepfarmers in this respect is open to much reproof. Were proper care taken of the sheats they would serve for many years; but in times of high prices no one stops to think of the price of sheats, and yet it is an item, and a heavy one. There is a general belief in market circles that the Americans will buy largely this year, provided that they can get the article they want. All poorly got up wools are useless for the American, who pays willingly the highest price conditioned that he gets the best article: so farmers who seek to top the mark t know the read to take. One good feature this year for our camp friends is the rather unfavourable results which the large Australian purchases for American accounts gave. This is everyway significant, inasmuch as it shows that the manufacturers prefer the R. Plate wools. We hope our farming friends have read the letter we published some time ago from the American manufacturer to Mr Prange on the character of his wool, that letter spoke volumes, and why or wherefore it is hard to say, but the Americans prefer well-conditioned and light River Plate wools to the e wools from South Africa and Australia about which we have heard so much. Nearly all wool purchases last year proved a good business; but, after all, if our friend Mr. Van Blarcom had, when he left last year for Australia, missed his spring and come to the Plate, he would have done a much better business. The wool prospects this season are good for the farmer, and doubtless all good wools will fetch a good price; but more care should be paid to the getting up of the wool. We well remember an estanciero who took the most particular care in the get up of his wool last year, and was disappointed at not getting over 90; but the wool was in at a bad time. Some friends advised him not to be in a hurry, as the wool was the article wante', but he sold at 90; a few weeks later better news came from Europe, and the same wool would have etched 120.

The tramway news is again important. As announced by our telegram, the City of Buenos Ayres Tramway Company has determined to raise its capital to £200,000: the object of this is to run their coaches out to the Puente Chico, and subsequently to Quilmes. On the other hand we hear that Messrs. Lacroze have determined to take up the Almagro and Belgrano concession, and run the tramway clean through the green fields of Almagro and the outskirts until entering Belgrano. The Flores and Ramos Mejia tramway concession has been granted; this will carry the people out to the neat suburb, San Justo, and thereabout. The Gowland concession, for a tramway along the Calle Independencia, has been formed into a company joint stock, but whether it will be carried out or not is impossible for the present to say: the programme is to run it out to Flores. The Calle Santa Fe and Belgrano tramway is in Mr. Billinghurst's hands; a large portion of the rails that have been bought are on the ground, and already, we believe, the work has been commenced. The Bullrich and Calle Maipu tram, the great scheme of the day, having for object to wake up Palermo, hangs fire at the Government House owing to some hitch about the route. The Lomas de Zamorra tramway is still in embryo, but owing to the steady influx of citizens to that quarter, the Zamorans dream on that it will be carried out. The Provincial trams are progressing amazingly. Paysandu will soon have the horn of the tram-boy ringing through her streets; Concordia stands alone, her tram is finished barring the curves, but Robertson and Cooper have straightened everything, and the people are but waiting for the Buenos Ayreans to inaugurate. Rosario has, and has not, her tramway, that is, to say, a portion of the route is finished, another portion is being finished, and a third portion is being concessioned. From the above scanty details people can begin to estimate the great and rising tramway interest in this country. We believe we do not exaggerate when we say that it touches over one million sterling.

The barque Elizabeth Knowles, from Liverpool, for Montevideo, put into Milford Haven leaky, and had to be lightened before the nature of the damage could be ascertained.

The wires opened this week in Entre Rios by Mr. Inspector General Burton extend over 386 miles, connecting Parana, Diamante, Victoria, Gualeguay, Gualeguaychu, Nogoya, and Villaguay. At present we have not, hundreds, but thousands, of miles of telegraph working, and no other country in South America, not even Brazil or Chile, comes up to us. The increase of traffic in this respect is even greater here than in England, and the proceeds are larger. In England the Post-office telegraph estimates for the year show—receipts, £1,021,210, and the expenses £669,990, showing one-third clear profits, say £350,000, or about £1,000 a day for the national treasury.

Rosario letters quote prices of stock as follows—

21 to 34 Bol. dollars for cattle.
18 to 22 " reals for sheep.

This is equivalent to 400 to 6500 m/c. for the former, and 45 to 55 m/c. for the latter. Shipping hay to Brazil continues; the Voltigeur cleared on Thursday with 269 bales hay, and 100 sacks of maize and bran.

The National Government has issued a bulky decree laying down rules for those anxious to ship guano, at the No Man's Islands in the Straits. It has granted permission to Mr Haasse Consul Lieste, and Mr Duncan McDonald to work away, under the act.

Sept. 9th, 1872.

Bond market not so weak as before, large sales for end of the month, improving ¼, and closing firm; the transactions were—

2,400 for cash at		75¾
100,000 for 30th		75¾
40,000	do	75¾
40,000	do	76
30,000 for end of Oct		75

Cedulas of the Mortgage Bank continue to rule high, and are firm at quotations—1,600 of A series at 97, and 10,000 of B at 96¾.

Exchange ruled to-day at 50¾ to 50½.

Two property sales occurred yesterday at high prices.

The house corner of Juncal and Suypacha, opposite Drabble's, 20x44, for 400,000$, say 450$ per vara.

A house in Calle Florida (between Parque and Corrientes) 10x50, sold for 800,000$ or 1,600$ per sq. vara.

A notice is published by the City of Buenos Ayres Tramway Company, the 24th inst. such shareholders as wish to avail themselves of the new issue of one extra share for three of £5 each, can do so with a deposit of £2, at the company's offices, in Tres Esquinas, Barracas.

Messrs. Bullrich £ Co. sold yesterday at Rodriguez station six thousand sheep, at prices from $31 to $42 m/c: purchasers, Messrs. Exequiel, Lastola, Nuñez, and others. They had another sale to-day at Cañuelas: particulars to-morrow. small house, Calle Callao, 223, 8½x55, four rooms, &c., valued at $76,518: sold for $85,500. Ristorini sold a house, Calle Parana, 232, 13x40, for $217,500.

The great news of the day was the Santa Fe loan business, which now that the necessary documents have come out per Patagonia may be regarded as concluded, the law having been passed some time ago, and the business only awaiting these papers to be finally concluded. It speaks for the industry of London agents out here that this splendid business has been done over the heads of all the bankers and capitalists of this place. The loan is for seven millions patacons, or one million four hundred thousand pounds sterling: the bonds bear 7 per cent interest with 2½ amortization, and are taken by the London house at 70, which is the price at which the loan is launched. Of the proceeds of this loan, the floating debt of the Province—some 250,000 bols. —will be first paid, £300,000 stg (or say one and a half millions patacons) placed in the hands of the Government for the starting of a Provincial Bank, and the balance applied in the construction of a railway to Santa Fe and the colonies, the negotiators of the loan getting the contract for the building of the road. Upon the whole, the business is a good one for the province of Santa Fe and likely to work much good, as the London house that has done the business enjoys a very high reputation. The London agent, who has negotiated the whole business, was on 'Change to-day, and was congratulated by his friends on his eminent success.

Another very important piece of news on 'Change to-day was the rumoured transfer of the Hotel de la Paz and Hotel San Martin to a London joint-stock company. All the papers for the business have gone home, and it is thought ere this the company will be launched. Mr. Marschall will receive for his interest thirty thousand pounds sterling. It may indeed be regardad as a veritable sign of the times, an English hotel company taking up the two largest and most prosperous hotels in this city.

It was rumoured on 'Change to day that in the October mail Consul Parish, Messrs. A. Ure Makinlay, C. Jackson, and several others will leave for Europe.

The Cordova loan business, £600,000 sterling, which we mentioned the other day, will not probably be done in this market: it is said that the agent will go in the Neva.

Advices from Montevideo are most favorable. The works of the new railway to the new matadero at the Santa Lucia have been commenced. Some idea of the rise in the value of property out there can be gathered from the fact that a few months ago as much land as anyone would care to buy could be bought out there at 40$f. per square, and now the current price is one thousand dollars gold per square, at which latter rate several sales have been effected.

The land-office of Buenos Ayres notifies the following parties that their bills for land purchases fall due—

Francisco Lallama	Sept.	1	$ 75,000
Clodomiro Aranguren	"	2	18,750
Carlos Forest	"	2	33,333
Pedro St Poult	"	1	3,125
Juan de Dios Diaz	"	6	25,000
Test. de Nicolas Gomez	"	6	14,583
Miguel Rosales	"	6	24,881
Olegario Ramirez	"	7	50,000
Juan J. Bustamante	"	7	6,250
Patricio Arza	"	13	8,675
Isidro	"	16	25,000
Juvencio Arce	"	18	34,250
Ramon Heredia	"	19	16,667
Miguel Villariza	"	20	120,000
Julian Martinez	"	20	37,000
Jose M. Barreira	"	26	34,000
Do	"	26	60,425
Juan Crisol	"	27	100,000
Rosario Carriso	"	28	2,777
Pablo Silva	"	29	6,250

And the following sales of public land have been made from the 15th to 31st August; this table is interesting, and shows a good business in the right quarter—

G A Solé	3 lgnes	B. Blanca		$158,970
M J Iraola	1,833 "	Indepen'cia	15	664
Jose Rafo	7,089 cs	San Isidro		118,350
C Peñalva	3leagues	Azul	18	000
F Iramain	3 "	25 de Mayo		140,000
P Rodriguez	500 "	"		35,000
Do	500 "	"		35,000
Do	500 "	"		35, 00
C Perez	2500 "	B. Blanca		150,000
E Furt	3 "	25 de Mayo		210,0 0
Do	3 "	"		210,000
F Ribio	$5514.991 m	"		224,311
A M Islas	1 league	"		70,000
N Avellaneda	3 "	"		210,000
V Gonsalez	3 "	"		210,000
N Quirno	3 "	Arrecifes		600,000
M Unzue	3 "	25 de Mayo		136,260
A Zemborain	2 "	"		90,840
S M del Carril	3 "	"		180,00
A Trejo	2170 "	"		118,981
E Izurrieta	1538.392 m	Indepen'cia		7,579
I Izurrieta	1501.05. m	"	"	7,438

LOCAL PRODUCE MARKETS.

This morning the arrivals of produce were far over the average. Hides, tallow, sheepskins, wheat, and maize were in abundance in both markets; it would seem that the South-Market boasts of more tallow, and the North of more sheepskins. The business done in the latter article in both markets was prodigious, whilst tallow was very much neglected and the sales show a fall.

Dry hides have again tumbled, and are going into deposit. It was said at the station this morning that there is a telegram from N. York giving a sale of Montevidean hides at 19½ to 20c. The market, without this report, was weak, and transactions difficult.

The following sales were made—

Several lots of lambskins at from 14 to 19.

Sheepskins—large transactions in both markets. Sales in the South Market averaged 27 to 31rls.; in the North Market lots were sold as high as 33rls. for some superior lots.

Horseskins—1 lot, 200, at 59.

Cowhides—No sales.

Hor chair—Several lots at 172 to 195.

PLAZA ONCE DE SETIEMBRE.

September 9th, 1872.

Sheepskins.

Heavy arrivals and ready sale for matadero-skins.

Sold:

200 doz. of matadero skins	at 31 rls.		
150 "	"	at 30	"
180 "	"	at 31	"
200 "	"	at 30	"
150 "	"	at 370	"
800 "	"	at 350	"
500 " of campskins for 25 to 26			"

Cowhides.

Small stock. Sold 400 to 500 hides from 170 to 178.

Wheat.

Small arrivals at improved prices. Sold some small lots from $150 to 140.

SOUTH PLAZA.

Lambs, 13 to 19.
Sheepskins, 27-31 rls.
Horse, 200, 56-59.
Cow hides, no sales.
172-195 horse hair.

September 10, 1872.

Bond market improving, and large transactions in Mortgage scrip to-day, the sales being—

5000 Nat. Bonds cash, 76.
25,000 for end of Sept., 76¼.
17,000 Scrip, B, cash, 96¾.
8000 do do, Sept. 30th, 96½
26,000 do, A, cash, 97
5000 do do, Sept. 30th, 96¾.

The only business of any note in exchange was a large transaction on Antwerp at 5.36.

A large purchase of real estate is reported to be under treaty, of which the particulars will probably be given to-morrow. The large capitalists have begun to invest preferentially in houses and building sites; prices are not only firm, but going steadily upward.

The prolongation works of the Barracas tramway are likely to be commenced next week, towards South Barracas, for which the City of B. Ayres Company has obtained permission from Government. The paving of Calle Larga is commenced, and 200 lamps are lighted nightly. Mr Lezama is building two English cottages, with gardens in the front, to be rented at $1500 a month each: he has also made 1600 yards of side-walk, and the neighbors vie with each other in improvements. Mr. Atkins is opening a road through his quinta.

The auction of sheep by Mr. Bullrich at Cañuelas gave good prices; over 6000 sold 'al corte' at prices from 39 to $44 a head; buyers, Juan C. Molino and Sinnott.

The Alps has made a fine run out from Glasgow: she was not expected before the 15th. She will come up in the morning.

The Ptolomy landed her passengers to-day, there being no quarantine. The Rosario lines come direct. On her return from Rosario and San Nicolas, she will leave here on the 25th for Liverpool and (if cargo offers) Antwerp.

The Savoie clears for Marseilles and Genoa on the 20th. The Caldera from the West Coast is expected at Montevideo on Thursday, en route for Liverpool.

Some gentleman on 'Change to-day were inviting friends to attend the Central Uruguay inauguration on opening to traffic the section to Santa Lucia, which will come off next week or after.

Telegram from Montevideo;—"Gold ¾; sovereigns ½; extraordinary debt 55½ for end of the month. Exchange something done at 52½. Alps from Glasgow, Duchess of Sutherland from Cardiff. No alteration in exchange: on Rio takers at 9,500, but few drawers. Discounts easy at 10 to 12."

Six English merchants left this morning in the Republica for Paraguay, the party comprising Messrs. Barclay, Frazer, Wilson, M'Sherry, and two others. It is purely a pleasure trip, and has nothing to do with new loans or other ventures. The gentlemen may be expected back in the return trip of the same steamer. This is about the pleasantest season to visit Paraguay and ride from Asuncion to Villa Rica.

The Neva passengers landed to-day in excellent health and spirits. The Galatea entered port this morning from London, and the Ptolemy later.

Some gentlemen were inquiring to-day whether Captain Manton has an agent in this city for his Colonia Dry-dock. This reminds one to inquire why it is that the Francois Premier goes to Rio, instead of Colonia, for repairs.

Messrs. Bullrich had a cigar auction to-day, which was attended by some of the principal smokers in town.

In the intervals between business, people ask what about the proposed reforms: moving the Post-office to the American Church; the Policia to the Women's Hospital, the latter to the Instituto Sanitario, the Law-courts to Mrs. Alzaga's house, &c. These changes would involve little or no cost, and are urgently called for. Still more urgent is Mr. Bunge's new city prison, to be built at Cranwell's quinta: the Cabildo is overflowing, and a menace to public health.

The commercial public do not approve of the violent invectives in some of the papers against the British Chargé d'Affaires, which are calculated to sow bitterness in our community. Better have no diplomatic relations at all than to be kept constantly in hot water by censures on Ministers and Consuls, who in nine cases out of ten merely obey Lord Granville's orders. Meantime the execution at Tandil will certainly have a good effect in England.

To-day the passengers were landed from Neva. A special steamer with young Mr. Davis and some of the chief barraqueros and brokers of the North Plaza left the mole head early to convey ashore the well known American buyer Mr. Christie Davis. Last year this gentleman made several heavy contracts, and his return may be regarded as a happy augury for our farmers.

All that Messrs. Green have been able to get out of the barque wrecked last week in the Uruguay is 550 hides, but yesterday three experienced divers left Concordia to rescue the remainder of the cargo. The hull is now completely under water.

The judicial sale of three houses in Calle Belgrano corner of Misiones, announced for last Sunday, had to be posponed until 15th inst, for want of attendance.

An American vessel in port is said to have 13,400 cases of kerosene. Some sailing vessels from England are now a hundred days out; one has put in to Bahia.

Among the minor events of the day was the great lighterman victory gained by Mr. Hovel, who shipped 6,000 dry hides in eight lighters for the Ollers, and without a single hide in dispute. This is truly miraculous, and some parties say that such a case will never occur again, as it has become a matter of course for the steamers to receive everything 'in dispute.'

The Government of Entre Rios has signed 3 The steamer Carolina has been put on the route from Santa Fe to Parana, and will shortly touch at Coronda. There is a project to macadamize the streets of Santa Fe and build an abattoir. Mr. Molina's new foundry has cost $8,000 to put up.

The proposal of D. C. Amadeo to fence in forts on the frontier by Oct. 31st has been accepted, for $186,000.

The *Verdad* says that Mr. Conde has bought 2,000 acres of land at Maldonado, B. Oriental, to establish a small colony there.

The steamer Alvaro Gomez is going to the Colonia Drydock for repairs.

The Provincial Government asks for one million currency extra vote for churches and schools in camp towns.

It is stated that Messrs. Casares and Gowland have placed two-thirds of the shares for the Calle Independencia tramway to Flores.

The following auction-sales are noted—

151 Calle Moreno, valuation $117,000, fetched $152,000 m/c.

233 Calle Callao, valuation $76,518, 8½x35, fetched $85,500.

Site in Cordoba and Rio Bamba, $30,000 m/c, Pittaluga buyer.

Site in Temple and Callao 31x39, buyers Mora, Gomez, Laferrere.

Messrs. Thompson and Co, Bemberg Heimendahl, Bates Stokes, Dalgliesh, Matti, Gowland, Soler, Marshal, Guerke, Russell, Dr. Irigoyen, V. Casares, Juan C. Varela, B. Rolon, M. Arteaga, J. Lieste, Erkart, Willington, Roncour, Garay, Bacque and the sailors of the steamer Leopoldo, are invited to a meeting of creditors and verbal judgment in the estate of the late Leopold Arteaga at 2 p. m. on Thursday 12th to present their vouchers.

The heirs of Manuel Garcia Fernandez are to apply to the courts before the 27th inst. and those of Mme. Monterrosa de Tejedor by the same date.

A new line of steamers between Oporto and Brazil will commence running from Sept. 17th. The *Opinion* says the pioneer vessel will be the Marie 1150 tons.

The much talked of 3 million loan for Montevideo has entered on a new phase, the Finance Committee proposing to emit it at 97, with 12 per cent annual interest.

Coal still seems going up so much in England that it might be worth while to turn attention to the possibility of procuring our supplies nearer hand. Capital is now very abundant in B. Ayres: why not start a joint-stock company to make arrangements for working, with the necessary permission from Chile and Brazil, the extensive coal fields at Punta Arenas and Candiota, the former in the Straits of Magellhu, the latter in Rio Grande, both easily accessible for transport by sea. The difficulty about Klappenbach's coal-fields at Marayes is the excessive land freight over 600 miles to Rosario, but this coal must sooner or later prove of value in the Interior. Meantime Mr. Ferdinand Dubalzel of Mendoza announces that he has discovered coal at Potrerito, 5 miles from that city. The recent debate in the British Parliament shews a disposition to tax all coal exported to France after next March: possibly the tax will be extended to all shipments, at the proposed rate of 5 shillings a ton.

Mr. W. Kelsey, jun., has obtained a patent and exclusive privilege for a term of five years for a new method of washing sheepskins.

The *Revista Mercantil* has a very sensible article explaining the origin of the recent Bank panic in Montevideo immediately after the failure of the Franco-Platense, whose balance-sheet had received the 'Visto Bueno' of the Board of Credit only five days before it closed its doors. The present banks (says the *Revista*) are sound and worthy of public confidence, but what is to prevent the monetary position of Montevideo being compromised to-morrow or next month by a new Indo-Chinese or other fanta-tically-styled bank, only destined to produce grief after a longer or shorter interval?

George Smith and Co. is the name of a new firm about to commence business in Montevideo, chiefly in imports from Liverpool and Bordeaux.

A meeting of the Santa Lucia Steam-ferry Co. was convened at Montevideo at the Asociacion Rural, where a project is also on foot by Sr. Cominges to canalize the Arroyo de las Vacas, tributary to the Uruguay.

M. Charry agent for the French mail steamers at Montevideo, resigns his post at the end of this month, to retire into private life, after many years of service; he will be succeeded by a gentleman sent out from Bordeaux.

Messrs. Kahl Bros. of Montevideo have dissolved partnership, Mr. Albert retiring and leaving Mr. August Kahl to carry on the business, with a junior brother Amadeus signing pp.

Mr. John Jacob Liefrink, proprietor of the furniture mart next the Matriz, has purchased a steam carpentry in Calle Treinta-tres.

The Union Tramway has reduced its fares. open cars now only pay half price.

The site in front of the London Bank, Calle Cerrito, one of the most central in Montevideo, will be put up for auction on Thursday 13th, 7½ x 50 varas. Ex-governor Castro has not yet fixed a day for the sale of his portion of Buschenthal park

The Standard AND RIVER PLATE NEWS.

No 3098 —Twelfth Year | BUENOS AYRES, SATURDAY, SEPTEMBER 14, 1872. | Circulation, 3000.

MAUA BANK

101 & 103 CALLE CANGALLO.

The Offices of this Bank having been removed to the above spacious Building, in order to suit the increasing flow of business, the Public is informed that the following transactions are carried on in currency and specie in this Bank:—

First—Bills and obligations with good signatures are discounted on conventional terms.

Second—Money is advanced on mercantile and other securities, approved of by the Manager.

Third—Accounts current are opened with Merchants or other parties who may prefer depositing endorsed and transferable securities, against which they may draw up to an amount previously convened under conditions established for such class of operations.

Fourth—Money is received in account current, bearing interest from day of deposit, which is accumulated in favor of the parties every three months, the depositors being allowed to retire at any time, by means of cheques, part or the full amount, at their wish, save when the quantity exceeds three hundred doubloons, or one hundred thousand dollars currency, in which case forty-eight hours' previous notice is required to be given to the Treasury of the Bank.

Fifth—Bills or letters of credit are drawn and taken on Montevideo, Rosario, Sta. Fé, Santo Oriental, Paysandu, Rio Janeiro, and other places in the Brazils, England, and France, as also on other places, of which due notice will be given hereafter.

Finally, this Bank undertakes and executes all legitimate transactions, within the orbit of banking operations.

The Establishment is always open from 10 a.m. till 3 p.m.

P. P. MAUA & CO.
M. A. DE FREITAS AMORIM.

January 1st, 1865. cj—jy15

MAUA BANK

101–103 CALLE CANGALLO

INTEREST FOR CURRENT MONTH.

IN ACCOUNT CURRENT, SPECIE.

For balances in our favor, .. 12 per cent.
For balances in favor of Customers 6 „
IN ACCOUNT CURRENT, PAPER MONEY
For balances in our favor .. .. 12 per cent.
For balances in favor of Customers 6 „
Deposits on 15 days' notice, paper „
Do. do. do. gold „
Do. 30 days' do. paper
Do. do. do. gold
Fixed deposits from

P. P. Maua & Co.,
M. A. de FREITAS AMORIM.

July 1, 1872

BANCO DE ITALIA Y Rio de la Plata.

74—CALLE PIEDAD—74

SUBSCRIBED CAPITAL, $f.1,500,000.

This is divided into 15,000 Shares.

Board of Directors:
JOSE PIAGGIO,
AGILES MAVEROFF,
ANTONIO DEVOTO,
PABLO MARENGO,
MARCOS DEMARCHI,
NICOLAS SCHIAFFINO,
BARTOLOME VIALE.

Until further notice the rates of Interest will be as follows.—

ALLOWS

Account current, 5. per Cent.
Fixed periods, conventional terms.

CHARGES

Account current, 10 per cent.
Discounts, Promissory Notes, and other documents—conventional.

BILLS AND LETTERS OF CREDIT

Issued on London, France, Belgium, and all the chief Cities of Italy.

BANKING HOURS

From Ten to Four p.m., and until Five on Saturdays.

Buenos Ayres, August 18, 1872.

S. POLLININI,
Manager.

185 h.. x p&g 20

ROYAL MAIL STEAMPACKET COMPANY.

DIRECT AND QUICKEST ROUTE TO EUROPE.

The Royal Mail Steampacket
"NEVA,"
2,999 Tons, 600 Horse Power,
Captain BAX,

Will leave this Port for Southampton, on the 14th SEPT., 1872, at four p.m., carrying Her Majesty's Mails, &c., and calling at Montevideo, Rio de Janeiro, Bahia, Pernambuco, St. Vincent, and Lisbon.

PASSENGER FARES:

First-class to Southampton..	£35	and upward
Ditto Lisbon.....	32	Ditto
St. Vincent	130	fts
Pernambuco	120	„
Bahia	110	„
Rio de Janeiro	70	„
Montevideo	8	„

SECOND-CLASS PASSENGERS.

These will be conveyed to Lisbon and Southampton at £20 sterling, and to Montevideo at $f.4.

THIRD CLASS-PASSENGERS.

These will be conveyed to Lisbon at £12, and Southampton at the rate of £15 sterling.

RETURN TICKETS.

To and from Southampton or Lisbon, available or twelve months; and St. Vincent or Brazil, available for six months, are granted to first-class Passengers, with a deduction of 25 per cent. on Passage Money.

FAMILIES.

A deduction of one-sixth is made in their favor, when paying the higher rates to Lisbon or Southampton, and when the Passage Money is charged in full, is equal to the amount of four adult cabin passengers.

CHILDREN,

From Three, and under Eight, to pay ¼th.
„ Eight „ Twelve „ ½
For those under three years of age one will be carried free, and any other the rate of three years

SERVANTS.

Accompanying their employers to pay two thirds of the lowest rates established for adult saloon passengers.

FREIGHT.

SPECIE to Brazil, Lisbon and Southampton.....	½ per cen
„ Havre and Paris..	1 5-16 „
„ Montevideo,.....	½ „
PARCELS, not over one cub. foo	7s. 6d
Above one „ two „	11s. 6d
„ two „ three „	15s. 0d
„ three „ furteen „	5s per foot

CARGO, as per mutual agreement.

INSURANCE on Freight can be effected if desired.

Passengers are requested to be on board before four on the above-named day, as the Steamer will leave precisely at that hour.

For further particulars please apply to
CHARLES WM. BENN and CO.,
Agents,
No. 49 Calle 25 de Mayo.

United States and Brazil Steamship Company.

The Royal Mail Steamship
NEVA.
3400 Tons,
600 Horse-power,
Captain THWAITES,

Sailing hence on the 14th SEPT., in combination with the Line of American Steamers, leaving RIO DE JANEIRO the 24th, 25th, or 26th of each Month, for NEW YORK, calling at

PARA
And
ST. THOMAS,

Carrying 1st and 3d Class Passengers and Specie. Passengers are transhipped, free of all expense, the 22d of each month, to the American steamer.

For further particulars apply to
CHAS. WM. BENN and CO., Agents,
No. 47 and 49 Calle 25 de Mayo.

cj—s4

Peyredieu y Bradley

Consignatorios de Frutos del Pais,
Wool Brokers,
Office
263——CALLE PERU——263

91—xd,jly28

London and River Plate Bank, (LIMITED.)

London, Buenos Ayres, Montevideo, Rosario, and Cordoba.

Authorised Capital.....	£3,000,000	Sterling
Subscribed Capital.....	1,500,000	„
Reserved Fund	175,000	

Offices in Buenos Ayres—
CORNER OF CALLE PIEDAD AND RECONQUISTA.

Current Accounts opened with Commercial Firms and private individuals.

Customers have the advantage of having approved Bills discounted—of obtaining Loans upon Negociable Securities, of Depositing Bills Coupons, &c., for Collection—and of lodging Valuable Property in the Treasury of the Bank for custody.

The Bank receives deposits either at sight, for fixed periods, or at seven or thirty days' notice of withdrawal, Interest on which is regulated by the market value of money, the Bank notifying any change in their Rates, by Advertisement in the principal daily papers.

Letters of Credit issued to parties travelling abroad.

Letters of Credit issued to parties for the purpose of purchasing Goods in Europe, the United States, &c., the terms of which can be ascertained on application to the Bank.

Parties wishing to bring out funds to the River Plate, can do so through the medium of the Bank's chief office,
No. 40 MOORGATE-STREET, LONDON, E.C.

BILLS OF EXCHANGE

Issued and Purchased on the following places:—

Montevideo	Antwerp,
Rosario de Santa Fé,	Amsterdam,
Cordoba,	Hamburg,
Valparaiso,	New York.
London,	Rio de Janeiro,
Liverpool,	Genoa.

All the principal Towns of

SCOTLAND and	IRELAND.
Paris,	Madrid,
Bordeaux,	Barcelona,
Marseilles,	Vigo,
Bayonne,	Corunna,
Cadiz,	Santander,
Naples,	Bilbao.
	Havre.

G. E. MASCHWITZ—J. E. NAYLOR,
Managers.

London and River Plate Bank (LIMITED)

CALLE DE LA PIEDAD.
(Corner of Calle de la Reconquista.)

The rates of interest allowed and charged by the Bank will be as follows, till further notice:

ALLOWED.

On deposits in both currencies in account current,	3 per cent.
On do., subject to seven days' notice of withdrawal	3½ „
On do. do. for 90 days fixed,	6 „
On do. do. subject to 30 days notice of withdrawal,	5 „

CHARGED.

For Discounts conventional according to circumstances.

On debit balances in account current in both currencies,	9 per cent

G. E. MASCHWITZ—J. E. NAYLOR.
Buenos Ayres, June 1, 1872.

C. H. Twyford and Co.

FAMILY GROCERS
AND
TEA DEALERS,
102—Calle Piedad—102

Beg to Call the attention of the Public to the Articles which are always to be had at their Stores.

Coffee roasted and ground daily on the premises.

Goods guaranteed and delivered free of charge in the city.

h..10 p 30

Imperial Fire Insurance Company of London.

Established 1803.
CAPITAL:
£1,600,000 STERLING.

The undersigned are duly authorised to transact a General Fire Insurance Business in this country.

The reputation and standing which this Company has secured during the sixty-six years it has transacted Business throughout the world, together with the large and undoubted security which is offered for all its obligations, will, it is hoped, secure for it a share of the public patronage,

The most liberal rates offered, and Losses adjusted without reference to the Head Office.

MANTELS AND PFEIFFER,
Agents,
19—CALLE CHACABUCO—21
t cj—176, xp sond5

THE ONLY Pawnbroker's Shop IN BUENOS AYRES

Is in the
Calle Parque, 197.

Money advanced on Valuables and Deposits received at the rate of—

Three Months,	8	per cent.
Six „	10	„
Twelve „	12	„

cj..124 x p, j 17

Glasgow and South American Steamship Company.

GLASGOW AND RIVER PLATE LINE.

The splendid new and powerful Screw Steamship
"ALPS,"
Classed 100 A (highest class), at Lloyd's,
1450 Tons Register,
Captain WEBSTER,
Carrying Cargo, Passengers, and Specie,
Will be despatched for
NEW YORK,
Calling at Montevideo, off Santos, and at Rio de Janeiro, on
TUESDAY, 17th SEPTEMBER.

Cargo will be received on board until Noon on the day of sailing, for the above-mentioned Ports.

Specie and Parcels on terms arranged with the undersigned.

This Line of Steamers has excellent accommodation for Cabin Passengers, at the following—

RATES:

New York	£35
Rio de Janeiro	f. 60
Montevideo.....	8

3rd Class Passengers, as per agreement.

All the Steamers of this Line are built expressly for this Trade, and present unrivalled opportunities for shippers both to and from this Port.

For further particulars please apply to the Agents, CHAS. WM. BENN and CO., Calle 5 de Mayo, No. 49. cj..118 jp s12

PROVINCIAL BANK OF BUENOS AYRES.

BUSINESS HOURS FROM 10 A.M. TO 4 P.M.

Deposits of not less than $400 m/c. and $f.16 received. These deposits will not be entitled to interest if retired before the expiration of sixty days from the date of such deposit; after sixty days they will be entitled to interest from the date of the deposit. All interests not collected shall at the end of each year be capitalized. All deposits at interest shall be entered in a book which the Bank will deliver to the depositors, in which all payments of interest and capital shall be entered, and all interest shall be payable after the first of the month or on retiring the deposit.

The Bank discounts bills with two signatures having from seven to ninety days to run; it also discounts mercantile bills of from seven days to six months, on the condition that at maturity they are paid in full.

The Bank draws at sight upon the following branches:—

DOLORES,	CHIVILCOY,
SAN NICOLAS,	MERCEDES,
LOBOS	BARADERO,
SALTO.	AZUL.

The Bank pays commission to Brokers on the first discounting of bills and promissory notes.

LOANS TO THE WORKING CLASSES.

The Bank lends to artizans and operatives sums from THREE to TWENTY THOUSAND DOLLARS on their own signature, taking as security a document with any well-known signature

CREDITS IN ACCOUNT CURRENT.

1st. The Bank opens accounts current for commercial houses.

RATES OF INTEREST.

ALLOWS—

private depositors, 5 per cent. per annum m/c.
Do., do., 5 do., do., specie.

To private depositors,
in account current, 2 per cent. per annum do.
Do., do., 2 do., do., cur.

CHARGES—

Discounts in currency, 6 per cent. per annum.
Do. specie, 6 do., do.,

E. V. ZAMUDIO,
Secretary.

Caja de Credito Hipotecario.

19½—CALLE DE PIEDRAS 21

HORAS DE OFICINA.
De las 10 de la Mañana a las 3 de la Tarde.

SE ABONA A LOS DEPOSITOS.

Pagando el interes al fin de cada mes—

A 3 meses.....6 p%	al año
6 “ 7	“
12 “ 8	“

Pagando el interes con el capital al vencimiento del plazo—

A 3 meses.....7p%	al año
6 “ 8	“
12 “ 8	“
En cuenta corriente...5	“

A los bonos hipotecarios garantidos se abona interes convencional.

COBRA.

Sobre hipotecas, titulos de deuda publica y otros valores.

Interes convencional y module, segun el plazo y condiciones.

P. de MONTRAVEL, Gerente.
Buenos Ayres, 15 de Mayo, de 1871.

d..je 5

Estancia for Sale

IN THE PARTIDO OF SALTO,
The Property of
MR. JOHN J. MURPHY,
containing
Three-Fourths of a Square League,
With Stock, &c. thereon.

The Land has been fenced in regardless of expense, and from two years experience has proved to be impregnable; during that time the outlay for repairs has not exceeded 100 m/c.

Inside there are seven departments, laid out advantageously for the greater facility of dividing the stock.

The fencing, 38,000 yards, is done of the best material, and in a most permanent manner, and is set down at cost price, $265,000, one-fourth less than it could be done for at the present day.

The stock of sheep at present number about 20,000: 1,000 were disposed of in May last, at the splendid price of $50 m/c. each, and 2,000 more contracted for at 55, with liberty to part until shearing—Mr. John Hughes purchaser. Included in the above amount are 200 Negretti Ewes. There are from them about 150 lambs, cross from the pure Leicester Rams imported last year by the owner.

Mestiza sheep if sold before shearing, 40 m/c

The fine flock including 150 Rams, or say 500 head, at 150 m/c. each.

Cattle, 360 head from 3 years up. Of these there are about 220 Novillos and 20 Tamboras, price 250 m/c. each.

The breed of horses on the establishment needs no comment; price conventional.

The Estancia-house and out-offices afford every accommodation, all built within the last five years, of the best material, and on the most improved scale, valued at a reduction of 26 per cent. on cost price.

A splendid monte, alfalfares, kitchen, and flower garden, a variety of fruit and fancy trees, which makes the place a most desirable residence for any gentleman.

The railway to Salto will pass within 10 or 15 squares of the place, to which there is but one entrance, two and a half leagues from that go-ahead town.

The saving derived from fencing on this establishment, in labor alone, amounts to something like $30,000 m/c per annum.

Last year the biscachos were killed on the estancia at a cost exceeding $30,000 m/c.

The estancia is bounded by splendid properties, on the north and west by Srs. Pacheco, on the south and east by Srs Fuentes and Lanata.

For further particulars, apply to the owner, on the estancia, d 277 1m el

To English Travellers.

Englishmen, and others visiting Buenos Ayres, will find every home comfort at the Hotel de la Paix, which is the largest and best in this city.

Charges are most Moderate.
Wines Superb.
Table d'Hote on Europe
Board, with Room, Gas-lights, and Attendance
HOTEL DE LA PAZ,
Corner of Cangallo and Reconquista.

c—a27

Gebbie and Dodds

ENGLISH DRAPERS, TAILORS, AND CLOTHIERS.

We beg to advise our Friends and Customers that we have just received, ex "Olbers," a superior assortment of the following articles, viz.: SCOTCH TWEEDS, BEDFORD CORD, Moleskin and Corderoy, Mens' rough Woolen Hose.

WATERPROOF COATS.

Crimean and Jean Shirts, Ladies' Linen Cuffs and Collars, Scarfs Corsets, Hose, Poplins, Winceys, Prints, Waterproof, Gingham, &c.

Fine DOUBLE DAMASK TABLE CLOTHS, 10x14, Woolen Shirting, a few Ladies and Gentlemens' Silk Umbrellas, also a good selection of Alloa Yarn and Darning Cotton, to which we call particular attention.

27—CALLE DEFENSA—27

cj—231 xp, o28

PRIVATE LOAN AND DISCOUNT OFFICE.

CALLE CUYO, 321.

MONEY ADVANCED
On Personal Security, Life Polices, Shares, Public Funds, &c.
BILLS DISCOUNTED.

cj—2 9m y2

WANKLYN & CO.,

108—CALLE SAN MARTIN—108

From the 1st of SEPTEMBER.

In account current	4	per cent
At 7 days' notice	5	„
For 60 days' fixed	6½	„
Do. 90 „ „	6	„

BILLS DISCOUNTED at conventional rates.

BILLS of EXCHANGE purchased at current rates, and

BILLS of EXCHANGE issued on—
The NATIONAL BANK, London, and all its BRANCHES in IRELAND.
The BRITISH LINEN COMPANY BANK, Edinburgh, and all its BRANCHES in SCOTLAND; or payable in LONDON.
LUMB, WANKLYN, & CO., our London Agents.
MALLET, FRERES, & CIE., PARIS.
GRANET, BROWN, & CIE., GENOA.
VIDAL & QUADRAS, HNOS, BARCELONA
MANUEL BARCENA & HNO., VIGO.
TOMAS DE LA CALZADA, SEVILLE.
AUGUSTO JOSE DE VILA, CORUNNA.
WANKLYN & CO., MONTEVIDEO.
E. F. DAVISON & CO., NEW YORK.

LOUIS LEMMÉ & CO., ANTWERP.

WANKLYN AND CO.,

Are authorised to issue the CIRCULAR NOTES of the NATIONAL BANK, London, which are payable on presentation in all the principal Towns of Europe and America. Travellers will find that these Notes form the most eligible mode of carrying money.

LETTERS of CREDIT are issued by WANKLYN & CO., on their London Agents, which are payable in LONDON, PARIS, GENOA, NEW YORK, or by any of the above-mentioned Banks and Firms.

COMMISSION is charged only on amount used.

LETTERS of CREDIT in EUROPE can be obtained by persons desiring to remit or bring money to this country, and which are payable here at the current rate of Exchange (without any charge.)

These Credits can be obtained on plication from

The NATIONAL BANK, LONDON, and all its BRANCHES in IRELAND.
The BRITISH LINEN COMPANY BANK, EDINBURGH, and all its Branches in Scotland.
LUMB, WANKLYN, and CO., LONDON
MALLET, FRERES, & CIE., PARIS.

The names of the Branches of the National Bank and the British Linen Company Bank, may be seen at the Office of

WANKLYN AND CO.,
Buenos Ayres, September 1, 1872.
251 xp 31

Liverpool, Brazil, and River Plate Steamers.

MESSRS. LAMPORT AND HOLT'S LINE.

In the Mail Steamers Table Wine is supplied gratis to all passengers.

Steamship
PTOLEMY,
1115 Tons,
YAXLEY, Commander,
Will, after loading at Rosario and San Nicolas, be despatched from
THIS PORT
For
LIVERPOOL,
And
ANTWERP,
On the 25th SEPTEMBER.

Cargo will be received on board until noon on the day of sailing. Parcels and specie (freight on latter ½ per cent.) at the Agent's Office on same day.

These steamers have excellent accommodation for Passengers, and carry Surgeons and Stewardesses.

RATES OF PASSAGE MONEY.

Liverpool, first-class.....	£36 ster.
London, do	35 „
Antwerp do	35 „
Rio Janeiro, do	f. 50
Liverpool, 3d class	£15 „
London do.	16 „
Antwerp do	17 10
Rio Janeiro	f. 25 fts

First-class Return Tickets to Liverpool, with a reduction of 25 per cent, issued, available for Twelve Months.

PRE-PAID PASSAGES

Are issued to parties wishing to bring out their friends from England, at the following rates:

1st Class.....	£32 ster.
3d do.....	14 „

Apply to the Agents—
HENRY A. GREEN and CO.;
or to the Brokers,
GREEN, LE ROSSIGNOL, and CO.,
62 and 64 Reconquista.
Agents in Rosario,
JOHN THOMPSON and CO.

cj | 239 20p ag30

Royal Mail Steampacket Company.

BI-MONTHLY LINE.

The magnificent full-powered Company's Stermer
EBRO.
will leave this Port for SOUTHAMPTON, calling at
MONTEVIDEO,
RIO DE JANEIRO,
ST. VINCENT (Cape Verds),
LISBON, and
CHERBOURG,
On THURSDAY,
The 26th of SEPTEMBER,
Carrying Cargo, Specie, Parcels and Passengers, of 1st, 2d, and 3d Class.

For further particulars please apply to CHAS WM. BENN and CO., Agents, Calle 25 de Mayo 49. cj..34 20p s5

GRASERIA A VAPOR.

SE VENDE una Graseria de Alta Presion, Sistema Pouseart, compuesta de un cilindro y dos tinas de fierro de capacidad de cien ovejas cada una con todos sus accesorios en perfecto estado.

Con este aparato se puede beneficiar seiscientos animales por dia, haciendose cada cocimiento en menos de seis horas, incluso carga y descarga.

Para ver el aparato, dirigirse al Saladero del Arroyo Negro, y para mas informes a los Sres.

RUSSELL y ANDERSON,
42—San Martin—42
d 65 1op s6

ARGENTINE BANK.

31, 33, and 35 San Martin.

BANKING HOURS FROM 10 A.M. TO 4 P.M

DIRECTOR-GENERAL:
BERNARDO YRIGOYEN.
DIRECTOR-GENERAL:
D. ANACARSIS LANUS.

The rate of interest from the 1st July until further notice will be:—

ALLOWS.

On account current,	-	5	per cent. per annum
Ninety days' notice,	-	5½	„ „
At six months	-	6	„ „

CHARGES

On specie and currency	9	„	„ „

Money advanced on current account.

Bills and pagares discounted on conventional terms.

SAVINGS' BANK

Open from 10 a.m. to 4 p.m.
On specie and currency 6 per cent. per annum.

MARCO DEL PONT,
Manager.

Buenos Ayres, Junio 28, 1872. xp5m

Carabassa's Bank.

127—CALLE CANGALLO—127

From this date the rate of Interest will be as follows:—

ALLOWS

In Account Current.....	5	per cent. per an.
On a fixed term 30 days..	5	„ „
„ „ 60	5½	„ „
„ „ 90	6	„ „

At longer dates at conventional rates.

CHARGES

For Balances in Account Current, 10 per cent, per annum.

Bills and Pagarés discounted at conventional rates.

Bank hours from Ten a.m. to Four p.m., and on Saturdays to Five p.m.

Bills drawn and taken on London, Paris, Bordeaux, and Genoa.

Buenos Ayres, May 31, 1872.

JOSE CARABASSO.

London, Belgium, Brazil and River Plate Steamships.

UNDER POSTAL CONTRACT WITH THE BELGIAN GOVERNMENT.

The names of the Steamers are as follow:

BONITA—GALATEA—LACYDON, ARIADNE, RHONE.

This Company will despatch a Steamer with Mails every Month for Rio Janeiro, Montevideo and Buenos Ayres.

From London, 27th; Antwerp, 1st; Falmouth, 3rd.

From Buenos Ayres, on the 22d, to Falmouth Antwerp, and London, Calling at Montevideo.

Passengers, Parcels, and Specie will be landed at Falmouth, and forwarded to London by a special arrangement with the Great Western Railway Company.

Cargo will be received on board, 48 hours after arrival at this port, for London and the Continent, at through rates.

Passage money to Falmouth £35; to Antwerp, £35; to Rio Janeiro, $50 Pats. Freight or Specie one-half per cent. payable here.

The first-class well-known Screw Steamer
"GALATEA,"
2401 Tons,
Captain MORISON,

Has been placed on this Trade to meet the requirement, of, an increasing passenger traffic. She has been fitted up with every modern convenience, and has accommodation for a large number of passengers, and sails from this Port on the 22d SEPTEMBER.

It is intended that this Steamer shall call at Lisbon, should sufficient inducement offer.

Passage Money to Lisbon, £32, Second Class, £20, Third Class. £12,

☞ All LETTERS must be taken to the Post-office.

For further particulars apply to the Agents,
WOODGATE BROTHERS, Shipbrokers,
36 Calle San Martin.

cj—ag28

DONALDSON BROTHERS.

Clyde Line of Steamers
TO
BRAZIL AND THE RIVER PLATE.

ASTARTE	— 1360 Tons Reg.—	Captain Mabe.
MARINI	— 1361 „ „	„ Gibb.
COLINA	— 2000 „ „	„ Building.
CYBELE	— 2000 „ „	„ „

Calling at SOUTHAMPTON to land Passengers, Specie, and Parcels.

The ASTARTE the next steamer, is expected shortly, and will be despatched for
For LIVERPOOL and GLASGOW,
Via Brazil,
Calling at Montevideo.

These Steamers have been especially built for the trade, and are fitted with every modern improvement, having accommodation of the best description for Cabin Passengers.

Carrying also Surgeons and Stewardesses.

For further particulars apply to the Agents WOODGATE, Brokers, Shipbrokers, No. 36 Calle San Martin.

cj—je7

Florencio Donovan,

Wool and General Broker,
Broker,
CALLE CUYO,
In Front of the Telegraph Office,
Plaza Once,

Thomas Kenny and Brother,

WOOL AND PRODUCE BROKERS.
682—CANGALLO—682

Daily attendance at the Plaza Once, South Plaza, and Corrales.

Letters, &c., by trec peros coming to the South Plaza, to be left at Messrs. M. Smith and Co.'s Almacen Buena Vista. cj—7,xp,n3

The River Paraña Steamship Company (LIMITED)

This Company will despatch a Steamer every Month from Liverpool, for Montevideo, Buenos Ayres, and Rosario.

The S.S.
VANGUARD,
1407 Tons,
Built by PILE and CO., of Sunderland, DECEMBER 1870,
Is now in the River, and will be despatched
FOR
ANTWERP
AND
LIVERPOOL,
On her return from Rosario,
Calling at MONTEVIDEO.

These Steamers have been specially built for this Trade, and are fitted with every modern improvement, having accommodation of the best description for passengers.

For further particulars apply to the Agents. Messrs. C. J. SHAW and CO.;
Or to the Brokers,
WOODGATE, Brothers, 36 Calle San Martin.

cj—78je7

GOVERNMENT MORTGAGE BANK

Offices—111 CALLE SAN MARTIN.

This Bank will be open to the Public on all business days from 10 a.m. to 4 p.m.

It advances on real estate to be repaid at long dates.

It pays Mortgage Certificates (Cedulas Hipotecarios) for the amount of the loan it advances, which bear an interest equal to that collected by the Bank.

The value of property offered in mortgage shall not be under two thousand patacons, nor the loan be less than 500 patacons.

No loan can exceed half the value of the property mortgaged.

The Mortgagor shall bind himself to pay an annual sum so long as the mortgage lasts, said sum to represent the interest on the sum lent the amortization fund and commission to the Bank. This yearly sum shall be paid quarterly or half-yearly.

Series A—Quarterly.

Mortgage for 20 years 117 days, 8 per cent. interest, 2 per cent. amortization, and 1 per cent. commission.

Series B—Quarterly.

Mortgage for 27 years 270 days; 8 per cent. interest, 1 per cent. amortization, and 1 per cent. commission.

Series C—Half-yearly.

Mortgage for 20 years 190 days; 8 per cent. interest, 2 per cent. amortization, and 1 per cent. commission.

Series D—Half-yearly.

Mortgage for 28 years 5 days: 8 per cent interest, 1 per cent. amortization, and 1 per cent commission.

Upon the full payment of the yearly sums stipulated in the Mortgage, both property and Mortgagor shall be freed from all further obligation.

The Mortgagor shall be at liberty to anticipate the payments and to discharge the mortgage, all or in part.

Applications for mortgages must be made in writing, specifying the property offered, accompanied by the title deeds, the receipts of the Contribucion Directa tax, and setting forth that the property is free from all incumbrance, or if not the incumbrance that exists thereon, and which is to be paid off by the mortgage. The Secretary of the bank will supply applicants with the forms necessary as also the tables for amortization.

Quarterly mortgagers shall pay from 8th to 15th of each January, April, July and October, and half yearly mortgagors shall pay between the 8th and 15th of each January and July.

With the amortization fund, mortgage certificates (cedulas) shall be redeemed at par by quarterly and half yearly drawings.

The mortgage Bank pays the interest on the quarterly cedulas or mortgage certificates between the 31st December and 6th January, the 31st March and 6th April, the 30th June and 6th July, the 30th September and 6th October every year, and on the half yearly cedulas from the 31st December to 6th January, and from 30th June to 6th July.

The Mortgage Bank can act between the capitalist and mortgagor, free of charge in the way of realizing the cedulas, and for this purpose will receive deposits without interest, which will receive a preference, and which sums will be deposited in the Provincial Bank.

On and after the 15th February 1872 the Mortgage Bank will be open to the public.

Jose M. La Fuente,
Secretary.

111—CALLE SAN MARTIN—111

1— xp f7

P.S.N.C.

Pacific Steam Navigation Company.

LIVERPOOL AND VALPARAISO LINE.

Carrying Mails, under Contract with her Britannic Majesty's Postmaster-General.

The Ports of Call are, sailing from Liverpool—BORDEAUX, SANTANDER, LISBON, RIO DE JANEYRO, MONTEVIDEO, SANDY POINT, VALPARAISO, ARICA, ISLAY,

SAILINGS FOR THE MONTH.

FOR LIVERPOOL,
The Royal Mail Steamship
CALDERA,
2,500 Tons, and 500 Horse Power,
Commander W. DARKE.
From Montevideo on the 12th SEPTEMBER

The Royal Mail Steamship
LUSITANIA,
From Montevideo on the 27th.

FOR VALPARAISO,
The Royal Mail Steamship
PATAGONIA,
3,000 Tons, and 600 Horse Power,
Captain J. S. PETERS.
From Montevideo on the 8th or 9th.

TACORA,
From Montevideo on the 24th or 25th.

Table Wine is supplied by the Company to 1st, 2d, and 3d class passengers.

None of the above Steamers will leave Montevideo before seven hours after their arrival

Outside Berths, £5 extra.

For further particulars apply to the Agents
YARROW, HETT, and CO.,
63——CALLE RECONQUISTA——63
BUENOS AYRES.

cj—s1

Real Hollands,

OF
HERMAN VAN HOUTEN

Imported here since 25 years, is superior to any GIN which is sold under the same name. Real Hollands, imported by other houses, has nothing whatever to do with the only legitimate

REAL HOLLANDS,
Imported by
Wm. PAATS Y CIA.

Cognac Charchy & Co.,

Sole Agents for the River Plate,
Wm. PATTS Y CIA.

Excellent BRANDY, of superior quality. Labels with our name.

Always a large Stock on hand, in Bottles and Flasks.

Mineral Water,

Of the renowned
APOLLINARIS BRUNNEN,
Imported by
Wm. PAATS Y CIA.,

Best MINERAL WATER, agreeable drink in hot weather, equals the Seltzers Water in taste and qualities, but excels it, as this water can be stored for a long time without losing its good taste and higienic qualities.

The APOLLINARIS WATER ought to be in every sick room. It is entirely free from the deleterious matter of artificial Mineral Water.

Wm. PAATS Y CIA.,
96—VENEZUELA—96

cj—a23

La Popular Argentina

CAPITAL—500,000 fts.

DIRECTORS.
Sr. Don Jaime Llavallol.
„ F. H. Mulhall.
„ A. Maveroff.
„ Nicanor Fernandes,
„ C. Santa Maria.
GENERAL MANAGER.
Sr. Dn. Pedro S. Lamas.

GOVERNMENT DELEGATE.
Sr. Ln. Hilario. Modrano.

AGENTS.
Argentine Republic.
Dn. Emilio Lahette,
Mr. Frederick Denehy,

Uruguay Republic,
Dn. Victorio Raggio.

Empire of Brazil.
Sr. Comendador.
Dn. Manuel Calbo.

BANKING OFFICES.
213½ —PIEDAD— 213½
Buenos Ayres.

The objects of the Company are mutual.

Each Shareholder of the two or ten patacon notes has a share in the drawings which take place in June and December, semi-annually. The holder of one hundred patacons in notes is entitled to a Bond with quarterly interest coupons the interest on said Bonds being 10 per cent. per annum.

All funds received on sale of Tickets, Bonds, &c., are invested in mortgages on real estate and chattels, and the vouchers of same lodged in the Provincial Treasury under the special charge of the Government, delegate, appointed to inspect the affairs of the Company.

The Popular Argentina gives the following securities:—

1st. Administrative and guarantee capital $500,000, besides a reserve fund to be formed of $50,000, afterwards to be increased to $100,000.

2nd, Invertion of all the capital in documents secured by mortgages on property or loans on stock.

3rd. Deposition of these documents in the office of the Treasury of Buenos Ayres.

4th. Intervention in and fiscalization of all the operations of the Company, effected by a Board of Directors chosen yearly by the subscribers themselves.

Every half year reports are published of the tate of the Company's affairs.

Circulars and pamphlets, with the fullest particulars respecting this company can be had on application at the Banking Office, 213½ Calle Piedad. Buenos Ayres.

Notice to Shipowners, and Shipmasters.

The Marine Railway at Colonia being in working order, public attention is called to the following Tariff of Charges, a deduction of 25 per cent. having been made since the 1st of July, 1871:—

Sailing Vessels and Steamers of over one hundred [100] tons, English or American builder's measurement, will pay a rate of seventy-five (0.75) cents per ton gold, for being taken up. Each nominal horse power of engine in steamers, will be charged for as an additional ton of measurement.

Sailing Vessels or Steamers, whose entire registered tonnage and horse power of engine does not equal one hundred (100) tons, will pay the rate of one hundred [100] tons.

All cargo will pay one dollar, twelve and a-half (12½) cents in gold, per ton, for being taken up, and the regular rates for laying on.

For laying on the Railway, from the hour the Vessel or Steamer is properly up, for each twenty-four (24) hours, fifty-six and a-quarter (56¼) cents. per ton, in gold, and any twenty-four (24) hours entered upon will be charged as a full day.

Vessels and Steamers must be provided with sufficient crew and lines while being moved into or out of the cradle.

Wrecked Vessels or Steamers, whose bottom are broken, will not be taken at the regular rate but must make an especial agreement with the Company's Agent at Colonia.

No charge will be made while laying on, for Sundays or stormy days, when no work can be done below the load line of the Vessel or steamer.

Railway Bills must be cashed, or acceptably provided for, before the Vessel or Steamer will be launched, and any detention of the Railway for the settlement of Bills will be charged at full rates.

A fine Machine Shop, Blacksmith Shop, and Brass Foundry connected with the Establishment. Machinists, Boiler-makers, and Ship-carpenters always on hand; and Shipowners will find it to their advantage to have all their work contracted for at the Dock.

The Company have immense Barracas ready for the storage of cargoes, with Wharves, Launches, &c.

B. D. MANTON, Agent.

RJBIO & FOLEY,
Agents in Buenos Ayres. —cj—

Arados Alemanes

DE LA ESCUELA REAL
DE
AGRICULTURA

En Hohenheim (Wurtemburg),
Ya favorablemente acogidos por los Agricultores de esta Republica y recomendados my particularme te por el Señor Don Ernesto Oldendorff, Gefe del Departamento Nacional de Agricultura.

Se venden por los unicos Agentes en el Rio de la Plata—

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Casa Introductora,
25 CALLE RECONQUISTA 28.

Deposito en Rosario en casa de los
Sres. TIETJEN & Cia.

Cajas de Fierro

GARANTIDAS
CONTRA INCENDIOS
Se Venden en Casa de
R. Y A. SCHULTE,
Casa Introductora,
28 CALLE RECONQUISTA 28.

Deposito de Aparatos PARA GAS Y KEROSENE

Escogido surtido de—
Arañas,
Brazos, &c. de Bronce y Cristal,
Lamparas para mesa excellentes por construccion y gusto.

Se vende por mayor y menor,
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EL MEJOR DE TODOS LOS COGNACS ES EL DE Otard, Dupuis y Cia.

PRIMER PREMIO,
á la Exposicion de Cordoba,
MEDALLA DE PLATA,

Unicos Agentes,
BARRAN y BRIET,
115—Cuyo—115

cj—je6

German Burmeister,

Consignatario de Frutos del Pais,
Wool and Produce Bro

New Advertisements.

AN EXCHANGE OF DISEASES.—In relieving the disease Mercury begets another. If it suppresses acute liver disease, or syphilitic ulceration, or virulent eruption, it substitutes therefore some chronic malady more difficult to cure. Contrast its effects with those of Bristol's Sarsaparilla. This pure vegetable disinfectant contains no element that is not revigorative, cleansing, and anti-septic. It does not expel poison by poison. Its operation is kindly, gentle, and in harmony with the efforts made by Nature to rid herself of the virus of disease To this fact must be attributed the sound and vigorous condition in which it leaves the system after eradicating its ailments. cj—sl

TEATRO COLON

COMPANIA LIRICA ITALIANA

6ª Funcion de la última temporada.

DOMINGO, 15 DE SETIEMBRE.

LA AFRICANA

POR ULTIMO VEZ.

cj—1

TEATRO DE LA OPERA.

COMPANIA LIRICA ITALIANA

54ª Funcion de la temporada.

SABADO 14 DE SETIEMBRE

En la cual hará su debut el célebre Pianista ALFREDO NAPOLEON.

La hermosa ópera en 3 actos,

STRADELLA.

| cj..

SOCIEDAD DE RESIDENTES ESTRANGEROS.

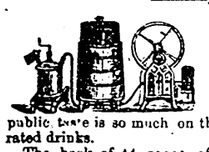
Se convoca á los señores socios á una Asamblea General Estraordinaria que tendrá lugar el LUNES 23 de SETIEMBRE, á las 8 de la noche, objeto de deliberar sobre el nuevo reglamento de la Sociedad.

Los señores socios son invitados á imponerse de los documentos que estan á la vista en la Secretaria.

POR ORDEN.

cj—135 9p s14

THE BEST MEDICINE OF THE DAY FOR A SMALL OUTLAY.



And where there is no previous knowledge of the business required, is a Lemonade, Ginger Beer, and Soda Water Machine, as the public taste is so much on the increase for Aerated drinks.

The book of 44 pages of Illustrations and information, forwarded free, or can be had at the office of this paper.

S. BARNETT,
ENGINEER,
23 Forston-street, Hoxton,
London,
ENGLAND.

cj—spt'4

BEST FOOD FOR INFANTS.

"H.R.H. Prince Albert Victor thrives so well upon it that it must be very good."—T. M. Kendall, Medical Attendant to H.R.H. the Prince of Wales.

"This food resembles Mother's Milk as closely as possible."—Dr. H. Barker on Infant Food for Infants.

"Highly nourishing and easily digested."—Dr. Hassall.

It combines the most valuable Flesh and Bone-forming substances, and differs essentially from other farinaceous foods, which being quite unable to afford proper nourishment to a growing infant, frequently lead to a rickety and idiotic condition. Savory and Moore's preparation has also the advantage of being freed from the ground husk of the corn, which produces irritation of the bowels and intractable diarrhœa. No boiling or straining required.

Sold in tins. Prepared by Savory and Moore, No. 143 New Bond-street, London. Procurable of all Chemists, Storekeepers, and Italian Warehousemen. cj—a 7

REMATE

POR

Benjamin Nazar y Cia.

DE

30 CARNEROS NEGRETTI PUROS,

Y

Cruza de Negretti y Rambouillets,

Procedentes del Establecimiento San Juan en Estado Oriental, por cuenta y orden de los Srs. Deetjen y Ca.

En nuestra Casa

Calle de la Victoria 154,

El MIERCOLES 18 del Corriente,

A las 12 en punto.

Venderemos á la mas alta postura y dinero de contado, los treinta lindos Carneros Negretti puros y cruza de Negretti con Rambouillets procedentes del establecimiento denominado "San Juan" en el Estado Oriental, perteneciente á los Srs. Deetjen y Cia.

Cremos escusado entrar á enumerar las condiciones de estos preciosos animales, recomendándoles solamente á los señores hacendados el tipo, finura, tupidez y buen rizo de su lana, como tambien su buena descendencia que es de lo mejor que ha venido á estos paises en cria de Negretti.

Ademas dichos animales ofrecen á los interesados la ventaja de estar criados completamente á campo, y por consiguiente aclimatado á la temperatura del pais.

Cinco ó seis dias antes del remate en exhibicion en nuestra casa calle Victoria 154, para que puedan ser examinados por los señores hacendados. h..133 5ps 14

AVISO.

AUSENTANDOME para Europa, queda apoderado general de todos mis negocios el Sr. Don Saturnino E. Unzue.

JUAN SMITH.

Buenos Aires, Setiembre 13 1872.

d 142 3p s14

FURNISHED ROOMS.

A GENTLEMAN and his WIFE require (in December) Two or Three Furnished Rooms, with Board, in a private family.

Address, with full particulars, A. B. C., care of Messrs. Hibbert and Co., San Martin.

cj—127 6p s1h

TO LET, a nice airy Room, for a Single Gentleman, Furnished or Unfurnished, in a small German family. Apply at No. 107 Calle Independencia. cj | 138 6p s14

TO LET, a Furnished Room, for a Single Gentleman. Apply at No. 48 Calle Tucuman, altos. cj—131 8y s14

WANTED, a Married Couple, for an Estancia in the South. Apply to C.K., No. 36 San Martin, altos. cj—131 3p s14

WANTED, by a young Woman, a situation as Housemaid, in an English family. Apply at 23 Calle Piedad.

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MAN COOK.

WANTED, by a respectable Man, a situation as Cook. Has a thorough Knowledge of his business. Has good recommendations. Address 'Cook,' at the Office of the Standard.

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SUNDAY, at 10 o'Clock, a.m., for Salto and Ports, the English Steamer SATURNO.

SUNDAY, for Montevideo, at 5 o'Clock, the English steamer S LEX.

Agencia—Reconquista, 99 and 99½

LETTERS.

Wigan, Steate, W Lambert, Edwardes, Burne Smith, McLoughlin, Delorme, Maguire, Donnelly, McNulty, Hemsley, Lyon, Burke, Mahony, Lynch, Goodison, Harrison, Wozencraft, H. Marshall.

PER MAIL.

Collins, Mr. Walter, Kinsley, Frostick, Foster, Harris, Kinsman, Miss Hogan, McLoughlin, Shrolkeld, C. Mulally. | cj:

AUCTION.

BY

Adolfo Bullrich y Cia

In accordance with
MR. GERMAN SCHLIEPER'S instructions,
Will sell by Public Auction
ON WEDNESDAY 18TH INST.
At 11½ a. m.

The whole magnificent suit of rich and costly furniture for which this gentleman's house has justly reputed.

DRAWING ROOM—Complete set Louis XVI mahogany and pink damask, looking glasses, paintings, chimney piece ornaments, &c. 'The Dispute' by Rafael is particularly valuable.

ANTE-SALA—Blue satin set with luxuriant fringe.

STUDIO—Massive mahogany desk, sewing machine, easy chair, pier glass, bronze timepiece, copper kettle, carpeting, &c.

LIBRARY—Set green reps, two mahogany book-cases, oil paintings, curtains, gasaliers, etc.

BEDROOM—The usual manufactures and adpliances for soonnifo ous comfort, all of the best and finest make.

DRESSING-ROOM—All the requirements for the most elaborate toilette making.

NURSERY — Matrimonial tart baskets of sizes and shapes.

DINING-ROOM—One massive walnut set, with complete sets of dinner, dessert, and tea service

Pantry, kitchen, and patio—all the belongings thereto. d..135 15s s14

Renewed Notices.

The Municipality of Buenos Ayres

Will receive proposals for lighting the city with gas under the following conditions, on the 15th September, at two o'clock p.m.:—

1.—The proposals to be based on *four thousand* lights, stating clearly the charge on each.
2.—The burners are to be No. 3 jet, with a minimum power of eighteen sperm candles.
3.—All the jets now in use to be changed for porcelain jets by the contractors.
4.—The supply must be kept up every night in the year, commencing on 1st March 1874 with two thousand lights, and having the remainder in working order by 31st December same year.
5.—The cost of laying the pipes and lamps for the balance of the four thousand, over the two thousand two hundred and twenty already placed by the Municipality, shall be defrayed by the contractors, reverting to the corporation on expiration of the contract.
6.—The contract shall be for ten years, beginning on March 1st.
7.—The Municipal Offices to be lighted on the same terms, at so much per cubic metre.
8.—The lamps to be lighted one quarter of an hour before sun-set, and extinguished half an hour before sun-rise.
9.—Whatever extra lights the Corporation may deem necessary to put up from time to time must be done at the same rate as those contracted for.
10.—Proposers should make themselves familiar with the rules of 'Public Lighting,' to be found in the Oficina del Gas
11.—Two millions paper dollars will be required as a guarantee for any infraction of Art. 4; said amount to be deposited in the Provincial Bank, cash or bills approved by the Municipality.
12.—The contract must clearly set forth—1st, that on no account can "fuerza mayor" be put forward as an excuse; 2nd, the fines for non-fulfilment of a contract; 3rd, the lamps to be repaired and replaced by the contractors.
13.—Contractors must likewise present within three months documentary proof of having begun the works, and within eight months of having shipped materials, under pain of $200.000 m/c fine.
14.—Seven days before presenting tenders they must lodge with the secretary a suitable guarantee.
15.—The Municipality reserves the right of rejecting all or any of the proposals.
16.—It will give its decision within thirty days.
17.—All necessary plans must be submitted to the Municipality.

MARIANO OBARRIO,
c 209 20p a22 Secretary.

A. Van Gelderen

87½—SAN MARTIN—87½

GENERAL BROKER

SELLS AND BUYS ON COMMISSION,
Estancias, Camps, Chacras, Houses, Terrenos, Fondos, Publicos, &c.

MONEY ON MORTGAGE.
On Property in the Camp or in Town, from the HYPOTHECARY BANK, at 8% per annum, or from private persons, at a moderate interest and long terms.

SWORN TRANSLATOR
Of the Courts of Buenos Ayres, English French, German, Italian, Dutch, Portuguese, and Spanish.

Apply to
A. VAN GELDEREN,
87½ San Martin.
cj—184 xp j16

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Do. Permanent, at conventional rates.	

"Standard" Office, January 1st, 1869.

The Standard.

'Nil falsi audeam nil veri non audeam dicere.'
CICERO.

SATURDAY, SEPTEMBER 14, 1872

THE PROVINCIAL BANK NATIONALIZED.

The advantages and facilities of nationalizing the Provincial Bank are so patent as hardly to require exposition. An institution commanding such prestige and identified with the currency and credit of B. Ayres for half-a-century, possessing a capital of 3 millions sterling made out of its own profits, strong in the confidence of the public to which it has rendered signal services, and lifted above passion, party or the dangers of intrigue; such an establishment may be regarded as the sheet anchor of the State, and the extension of its sphere of action would seem to make the other Provinces partakers of the benefits which have been here-tofore confined to B. Ayres. The statistics of the Custom house, Post-office and other public departments shew that B. Ayres [while possessing little over one-fourth of the population] stands for exactly two-thirds of the commercial, financial and intellectual activity of the whole Republic, the proportion in figures being—

B. Ayres.....67 per cent.
13 Provinces.....33 "

So that in point of fact we extend the sphere of action of the Provincial Bank to one third of the nation, which has been up to the present destitute of commercial life or banking facilities. Of the 13 upper Provinces there are ten in which no bank can be said to exist; at least we know that neither the London, Maná, nor Argentine banks have any branch in Corrientes, Salta, Jujuy, Santiago, Tucuman, San Juan, San Luis, Catamarca, Rioja, or Mendoza. The benefits which would accrue to the people of those Provinces when they could obtain money at 6 or 7 per cent. would soon shew themselves in the development of resources at present dormant, while money rules at 24 per cent.

But there is another consideration of still greater weight in favour of the project before us, namely, the closer union of interests and relations between the various Provinces and Buenos Ayres. Not all the railways we can build in a century, nor all the schools and subsidies we may grant to the Provinces, nor all the telegraphs and public libraries, nor all the garrisons or frontier lines we may establish, will have one-tenth the cohesive power of a Bank such as now proposed. Every man in the Interior, whether a shareholder, borrower, depositor, or none of the three, will gradually find himself brought into contact with Buenos Ayres, the head, heart, and life-spring of the Republic. The poverty and backwardness of the Provinces is simply in relation to their isolation or remoteness from Buenos Ayres, and it is remarkable that the jealousies of the Provinces have begun to melt away since the vivifying influence of Buenos Ayres has begun to be felt in the ends of the Confederation.

Buenos Ayres lost nothing by ceding the Custom house to the Nation; on the contrary her wealth and prosperity has increased tenfold since 1862, and we may rest assured that if she now allows the Provinces to participate in the benefits of her great banking-institution the result will be a gain both to ourselves and the Provincianos.

It is a significant fact that although the idea of nationalizing the Provincial Bank was first mooted last week it has already gained ground not only among the Congressmen of the Interior, but among the commercial public of B. Ayres, and as it is understood to have the approval of the Provinciat Government and of the Bank-directors we might almost regard it as a *fait accompli*.

Meantime so many admirable projects and enterprises fall through, as we see everyday, when apparently as the point of completion, that some people fear and others hope the scheme now under such favorable deliberation will somehow be shelved for this session of Congress, and *quien sabe* what may happen next year to prevent its revival. All the rival projectors, English, Dutch, Argentine &c., who are so anxious to endow the Republic with an institution more or less resembling the Bank of England, take little pains to conceal their opposition to this scheme; and even a few well meaning old gentlemen of the pre-banking era view with jealousy any project for extending banking facilities to the Province of the Interior.

Some say, if you touch the Provincial Bank it will smash and cause the ruin of B. Ayres; just as people argued under the Marquis of Loretto that if the streets of this city were paved it would make the houses fall (with the noise) as they were built of bricks and mud. What danger can there be in establishing branch-banks at Mendoza or Catamarca, just as the Provincial Bank has its branches at present in Azul and Tandil? Revolutions and robbers are the bugbear held out to us, but surely this danger would be as great to the Banks proposed by D'Alkaine, Castro &c. as to branches of the Provincial Bank: if the argument held good at all it would be—"let us "not think of Banks in the Provinces "until all the inhabitants are levelled "up to the instruction of American "citizens, and taught to regard revo "lutions as a form of insanity."

Even if revolutions should occur (which Heaven forbid) within the next ten or twenty years it does not follow that the Banks would be sacked. During the late war in Entre Rios the Argentine branch-banks in that Province were unmolested. Still more secure would be the banks in the upper Provinces, of which a large portion of the shares would be held by local capitalists. You cannot have a greater pledge of public order than vested interests, and the more National Bonds and Bank stock you can allot among the 'provincianos' of Cordoba, Tucuman, San Juan &c. the more 'special constables' you create for the maintenance of peace and order. Moreover the great bulk of the business would be done through the head bank at B. Ayres, and the only manifest danger in the up country branches would be if the managers lent money recklessly, a contingency hardly admissible if the Board of Directors at B. Ayres continued to consist of such prudent men as heretofore.

An objection of even less value is, that the Provincianos may refuse to take the proffered boon in this form, and prefer a National Bank after the Joint-stock model of D'Alkaine or Castro. There is no legitimate desire of up-country Argentines which may not, or rather should not, be carefully attended to in the details necessary in re-modelling the Provincial Bank.

How are the Directors to be chosen?

What will be the position of Government?

Is the Bank to have any privileges?

How much capital will it have?

What arrangements about the currency?

These and a thousand other most important questions are mere matters of detail to be settled afterward on mature deliberation. Some suggest to increase the capital to 30 millions by calling for public subscriptions to the amount of 16 millions; others have admirable programmes as regards the appointment of directors and other particulars.

Let us but agree on the broad basis of nationalizing the Provincial Bank, and the rest of the task is easy.

THE KLAPPENBACH COAL.

Congress, in offering a reward of 25,000 patacons for the discovery of Argentine coal, undertook more than it has performed, or—shall we say it?—more than it desired. The consequences of that offer have been superior to legislative expectations, and a reality has been accomplished which no quibble can defeat.

The decree of President Sarmiento repudiating Mr. Klappenbach's claim for the coal prize was issued yesterday, and the very language of this decree reveals the anxiety of the Executive to escape the claim—else why refer to the coal discovery made in Major Rickard's book, published in the year 1863, seven years prior to the promulgation of the law offering the reward?

But it is idle to argue such points either with the Executive or the Legislature, for we are dealing with absolute power. Public opinion may have its influence, and the press may be its exponent, but the sway of the government is unlimited. It is a judgment, not a verdict; a sentence, not a decision; and although we exculpate the Executive from all personal or interested motives, we stand by the disfranchised pioneer of an industry too splendid for any recompense.

It has been said, and truthfully said, that republics are ungrateful. For two long years Mr. Klappenbach has toiled to discover what he knew to exist, invoking the aid of some of the most experienced engineers at a personal expense of some five thousand patacons. After years of patient toil he at last struck on a rich coal vein, and having adopted all the necessary precautions to secure the privilege of his discovery, sealed up the samples in the presence of the local authorities, and obtained their certificate, he came to Buenos Ayres to establish his case.

The coal was taken to the President's house, the Chamber of Congress, and even to the printing offices. It was pronounced by all to be as good, if not better, than the best English coal that comes to this market. For a time the coal topic was uppermost in every circle, and the papers, the public, and even the legislators congratulated Mr. Klappenbach on the brilliant success of his discovery.

Subsequent mails from the Interior brought news that there were other Richmonds in the field, and that more samples from the same quarter were on the way down; but all confessed that Klappenbach stood first; Klappenbach had solved the problem, Klappenbach had won the prize. Will it be credited that spite of all this the Government has rejected his claim, and on the grounds that in Major Rickard book published in 1863 the existence of coal in the province of San Juan is spoken of, and that there is nothing new whatever in Mr. Klappenbachs discovery.

The lesson which this coal business bequeathes to the public is a good one, and must not be lost sight of. The value of these legislative rewards has been at last ascertained.

The distinctive character of this country's progress is its independence of Government support and Government protection; whatever advancement the land can show is in spite of the Government, and the feeble efforts of legislation to identify itself with that progress are fitly illustrated in catch-penny reward notices such as the coal premium. Whether the blame rests with the men or with the system we leave to others to determine, but generous support and protection for the poor struggling scientist or discoverer is not to be looked for. When Giebert offered to start his world renowned fabric in this country the first welcome he got was a fine; he struck his colours and left the place forever. When Davis proposed his water scheme for the the city he was danced to death round the Cabildo, Municipality and Government House. When Lacrosse proposed six years ago his cheap camp railways to the various country towns he was laughed at. When Zimmermann offered tramways in our streets, in 1866, every member of the Municipality opposed him. Our progress has been pushed upon us, deny it who can. Our progress is marked, ascending in every respect in the scale of civilization and unsealing the land from the sleep of centuries; but he who first breaks those seals must be prepared for disappointment, if he trusts to such will-o-the-wisp promises as Government rewards. Let us endeavour to veil this Executive ingratitude towards Mr. Klappenbach with an air of rigid Executive economy. Anything for an excuse; progress, and science, and discovery may be retarded and oppressed; but they cannot be bound down, and whilst, at the moment, there are men occupying conspicuous positions and with a phosphoric gleam of importance around their names, there are others in the back ground whose names will yet live for ever.

Yes, gentlemen of the Government House, you may refuse to Mr. Klappenbach the premium which you offered, but you can never rob him of the high honor which his invaluable discovery has secured him! The trophies of public gratitude to the explorer are not in your keeping; and the day will yet come when the public men who now figure on the scene will discover that Republican ingratitude is not limited to coal explorers!

The following is a copy of the decree:—

"Department of the Interior.

"Buenos Ayres, Sept. 10, 1872.

"It being decided that Messrs. F. S. Klappenbach and Peter Garmendia have not proved that they were the discoverers of coal at Marayes, Province of San Juan, and it being public and notorious that coal mines existed there long previous to the date of the pretended discovery by these gentlemen, and which is established by the book of Mining Travels in Mendoza and San Juan, by the Inspector of Mines, Don Ignacio Rickard, published in 1863, with a map upon which is marked the coal district. Therefore, the discovery of coal in that district does not come under the law offering the reward for a coal mine; and it is hereby declared that Messrs. Klappenbach and Garmendia are not entitled to the reward.

"*Sarmiento.*
"*Uladislao Frias.*"

The following is the extract from Major Rickard's book, referred to in the decree—

Page 269.

"In the neighbourhood of Las Marayes I found some thin beds of bituminous coal cropping out, and on examination found they extended for a distance of nearly three miles, but of so poor a quality that I question if ever it can be of commercial value.

"The coal contained:

25 p%. ash,
about 30 " volatile matter, but no sulphur."

We have now no time to deal further with this question. The public will doubtless sympathize with Mr. Klappenbach, but public sympathy must close the chapter; there is no appeal, no redress. This coal business has had a history of its own, beginning with delightful specimens found in the neighbourhood of Fair's quinta, then cropping up in the locality of Gibson the tailor's estancia in the south. Peat and turf may be the next thing we hear of. Come what will let no man put himself about for any Government reward—for the voice of the people declares Klappenbach entitled to the prize, and the voice of the Government says, No!

ROSARIO.

(Our Own Correspondent.)

September 12th.

This year promises to be a brilliant one for the agriculturists of this province. The winter commenced well, and is ending well; we had abundance of rain to prepare the land for wheat sowing, and quite sufficient of it to foment its growing. In fact, the crop is too luxuriant if anything, particularly in cases where too much seed has been sown. This is accounted for by the considerable number of warm days we have had during the winter, and the very few frosty nights: cold nights would materially benefit the wheat crop now; but, on the other hand, fruit and garden spring plants would be hurt by frost at this season of the year.

The season has been very propitious for tree planting, and I imagine that several millions of trees have been planted in this department alone The railway and land companies have decimated the quintas of Rosario; at every station on the line large numbers of trees have been planted, and in two or three years will present a cheerful appearance. I took a trip to the flourishing colony of Candelario, and returned by the Land Company's colonies of Carcarañá and Bernstadt. Everywhere I noticed the great efforts made to beautify the lands with trees; the public squares of the towns of the last named colonies are handsomely planted, and will shew a pretty appearance in a few months.

The commercial state of Rosario is still unfavorable, and it is difficult to define our actual position. The Custom-house returns demonstrate a healthy state of trade, and still the fact is staring us in the face at every corner that the town is in a wretched state of poverty. Some half-dozen of the principal houses do a large business, but we note the absence of prosperity in the small commerce of the town, and which is always a bad sign. Building still goes on, but there are no sales of property; it is difficult to sell a lot of land in any part of the town. Every one complains of the scarcity of money. A box at the theatre is a luxury rarely indulged in. Only the most indispensable articles are bought in the shops, and the Saturday collectors are looked on with dread.

That this state of things should cling to us with such tenacity is almost an anomaly in a town like Rosario; but the fact is, money is not to be had except by a few persons. The banks here have limited capitals, and of course only discount the very best signatures; and the result is that San Nicolas, with its branch of the Provincial Bank, is in a much better financial position than Rosario, with the London and River Plate Bank and the Argentine Bank. Then the indolence and discredit of the Provincial Government and the pressure of exorbitant taxes have tended to depress the public spirit. Not the slightest effort is made towards fomenting improvements, securing life and property, and purifying the administration of justice. It is hardly credible, but it is a fact, that during the last two administrations not a bridge has been built by the Prov. Government, nor a penny expended in improving the roads. A despondency has taken hold of the public mind, a species of reckless 'laissez aller' in political affairs fatal to public spirit. The Hacendado sees his herds decimated by cattle stealers, and he looks passively on, feeling a conviction that it is useless seeking redress. The small shopkeeper pays his enormous 'patente' that runs away with half his profits, with a shrug of the shoulders, and a 'que ha de hacer; no hay remedio;' the litigant sees his substance swallowed up by rascally Escribanos and Procuradores and matters, 'cosas de la tierra'; and so on. These are some amongst the reasons to be adduced for the prostrated state of trade in Rosario.

It seems that a Mr. Dam, late factotum of Mr. Cabral, is to be sent to Europe to negotiate the Santa Fe loan. I should not mind betting a pony that the loan comes to grief. With Paraguays at 78, it is a stretch of sanguineness to hope that Santa Fe will get 81. But there will possibly be some nice little pickings. Mr. Dam is to have a thousand pats. per month and his wine bill paid at the Adelphi; but if he does not succeed who is to pay him? Mr. Dam is a wonderful hand at figures. The most abstruse of arithmetical problems he has them at his finger ends. Santa Fe and its public men, if not appreciated on this side of the big pond, will show off in the most brilliant colors in the florid descriptions of my friend Mr. Dam; but I am afraid for that reason that capitalists in England will answer him with those fatal words, "I can't see it."

In the meantime, on the strength of the loan, Mr. Iriondo has bought several barrels of beer, and he and Mr. Cabal are busy drinking success to Mr. Dam. When the proceeds arrive a sum is to be expended on a statue of algarroba wood of the Governor, to be placed in the Hall of the Legislature, with a bag of sovereigns in one hand and a scales in the other, typifying Wealth and Justice, as being the first Governor who had endowed the Province with both.

Senator Granel has come up to confer with the Santa Fe Government on the subject of a proposed Banco de Hipoteca, with a capital of a million of dollars. I should like to see this project succeed. The capital is limited, but that might be increased; a bank of this nature should have a large capital to be useful, for the money is always locked up in such a manner that it is never available for emergencies. The interest proposed is to be 9 per cent.—not a bad investment, considering the value of the security.

The *Capital* just now is like the skull present at at the feasts of the Egyptians. According to that paper, we are on the eve of a general flare-up—worse indeed than the singeing we have happily escaped from Biela's Comet. A case of popguns directed to some bloody-minded toy-shopman in Cordoba was fortunately discovered at the Custom-house and immediately confiscated The public feel now more tranquillised, but Mr. Lagos asserts there is still another case somewhere undiscovered.

Yours truly,
LEO.

EDITOR'S TABLE.

Extraordinary excitement was caused on 'Change, indeed in every business quarter, yesterday by the receipt of a telegram from Montevideo stating that the Postal authorities there had issued a notice to the effect that, in future, neither the English or French Consulates would be allowed to receive letters, but that all correspondence for abroad must pass through that one-horse establishment called by courtesy a General Post Office. This unheard of proceeding caused such indignation amongst the foreign merchants at the Mount that a public meeting was called for yesterday evening, but up to our press hour we had not heard the result. This absurd edict must be at once revoked, for it is well known that no man feels that a letter to Europe is certain of going to its destination unless posted at the Consulate. In the hands of the P.O. authorities it is quite as likely to be sent to China, Paraguay, or New York It is supposed that the notice has been issued from a puerile spirit of 'revanche,' because the Patagonia did not wait for the last mails to the West Coast. We have before announced that the Pacific Company's steamers are under no obligation whatever to take the mails to the West Coast.

About 4 o'clock yesterday the Clerk of the Weather kicked over his water tank, and the rain came down all in a heap, till it was emptied abont 5 o'clock. The streets were as usual flooded, and advertizers had to swim in and out of Standard Court with their notices. At 6 o'clock the 'temporal' was over, but the rain came down again.

"Put not your trust in Princes," Presidents, Patriots, or Politicians. Poor Mr. Klappenbach will have learned the bitter truth of the adage by this time. The National Government has absolutely repudiated its solemn obligation to pay the £5000 which it promised years ago to the discoverer of coal in this country, and does so on a ground worse than puerile, leaving the pioneer of Argentine coal mining biting his thumbs, and chewing the cud of bitter fancy over the excessive mutability of human affairs. The action of Mr. Sarmiento may, for aught we know, be a brilliant device "pour encourager les autres," but most people will refuse to follow the windings of the Executive mind to such a conclusion, and will simply see in the decree just issued by the National Government a breach of promise which, unless speedily condoned by Congress doing justice in the matter, will lead to a divorce "a mensa et thoro" between private enterprise of every kind and the National Government, whose solemn duty it is to cherish and foster it in every possible way; leaving out of the question that obligation which Governments and individuals have alike—to keep their plighted word. The effect of President Sarmiento's decree will be most damaging to enterprise of every kind, as it shakes confidence in the most solemn promises of the Government, which, like Cæsar's wife, should be above suspicion.

Our friend and tenant Adolfo Bullrich has announced an auction of a magnificent lot of sheep and rams for Monday next, at Standard Court. We call the attention of estancieros to this sale. The animals can be inspected at 79 San Martin.

The enormous increase in the traffic of the Western Railway is attracting attention. Day by day the amount of produce of every kind booked for the capital from every station on the line shows an extraordinary growth, and the rolling resources of the company are quite 'au bout.' One morning last week a train of 170 empty trucks left the Once station, to be loaded for town at Chivilcoy, and the regular up goods trains, which run twice a day, now comprise from 80 to 90 waggons each, loaded to their utmost capacity with produce from the western and northern partidos. Every goods shed belonging to the company is loaded to the roof with country produce, and the means employed to despatch it are so inadequate that it is no wonder complaints are heard from the consignees. In view of this unprecedented increase in the goods traffic, the 500 waggons the company possess are unequal to the work, and we believe some hundreds more have been ordered in England. No stronger proof of the growing prosperity of the province can be adduced than this enormous development of the goods carrying trade of the Western Line.

The 'thunder' predicted by a financial subscriber some days ago about the National Bank question has fallen, but nobody has been hurt—as yet. The monetary 'vox populi' now calls aloud for the nationalization of the Provincial Bank, its conversion into a joint-stock concern, in which every 'hijo del pais' and stranger, little or big, shall have shares, and the 'mot d'ordre' from Jujuy to the Boca be 'every man his own banker.' So be it; worse ideas have been floated to success—and better ones too.

A capital proposal has been made in reference to the aristocratic concert now being organised in aid of the small pox sufferers in Chile. It is suggested that instead of a cut and dry concert, where every one is condemned to sit for three or four hours cramped up on a chair, with his knees in the small of the back of the party before him, trying to look pleased, but in reality bored to death for Charity's sake, a grand ball should be given at one of the theatres, and the concert come off by the amateurs between the acts of the Lancers and 'deux temps.' We feel bound to support the idea. Form an Almack's committee of our leading matrons; clap a top price on the tickets they may be graciously pleased to issue; engage Marechale to supply the supper, and we wager a WEEKLY STANDARD against a full edition of any contemporary in town that the result will be a triumphant success and a full purse for our fellow creatures now suffering so bitterly on the other side of the Andes.

The English papers by the Patagonia mention that a smart shock of earthquake was felt at the Bridge of Allan on the 8th ult.

The number of persons estimated to have perished in the Persian famine is three millions. It is said that in Teheran alone there were one hundred and six thousand deaths.

We call attention to Mr. Nazar's auction of rams, sheep, and horses, announced for to-morrow week; it will be a prodigious opportunity for sheep-breeders.

Our lady readers always feel interested (we take it for granted) in anything that smacks of money or matrimony. A Hymeneal altar event will shortly come off in Europe where both these essential requisites of modern wedlock are found, with royalty to boot. The following particulars of the affair reached us by the mail:—

"There is a question of a wedding in the royal family of Savoy. This is the great event of Florence. Moreover the affair relates to a charming girl not 16 and a fine young man of 22. The Contessina Blanche de Lardarel marries, in January next, Count Emmanuel de Mirafiori, son of the King of Italy and the Countess of that name. The family of the bride, established but recently in Italy, is very rich. The grandfather of the lady was the architect of the immense fortune of the family; it was in the important trade of borax that he gained his millions and his nobility. The Grand Duke of Tuscany had named him Count and Gonfalonier of Leghorn. General Menabrea was the officer charged by his Majesty to demand officially from the Countess of Lardel the hand of her daughter Blanche, 'on the part of the Countess de Mirafiori, my wife, and on my part for the Count Emmanuel.'—Such are the very terms of the royal letter. It is needless to say that, after taking 24 hours to consider, the mother of the young girl dismissed the messenger with a favorable reply."

Our touchy and Teutonic contemporary, the *Deutche Zeitung*, in referring to a recent article in this paper on the Paraguayan Immigration humbug, mentions the name of some German gentleman in Asuncion—Her Baldemar Von Bartels—as being the 'German resident' from whom we derived our information. We wish to impart to our esteemed contemporary that Von Bartels is not 'the man for Galway,' and that it has seized 'the wrong sow by the ear.' We give the *Zeitung* another guess.

We understand that the work of dredging the Riachuelo on Mr. Revy's plans will commence next week.

A fog of tobacco smoke hung over Standard Court yesterday. In the morning Mr. Zamborini sent us on trial some Havannah cigars and tobacco from his collection, now on view at Fusoni's. We supplied subscribers and every one who looked like becoming one with unlimited 'weeds' during the day. The opinion of every one who tried them was highly favourable.

A meeting of the members of the Foreign Club has been called for the 23rd inst., to consider the new rules and regulations of the Society.

A person with plenty of leisure on hands has calculated that it will require to a stone, 3,100,000 and a half "adoquines" to pave the Calle Larga Barracas.

A "café chantaut" in the Plaza Parque is spoken of, to 'cut out' the "gazebo" which at present disfigures that charming square, and which serves out coffee and supper, but no songs.

Not long since a dyspeptic was beguiled by an advertisement into sending to a New York individual a dollar, for which sum a cure for dyspepsia was promised. He received a printed slip with these words—"Stop drinking and hoe in the garden." The man was angry at first, then laughed, and finally stopped drinking and "hoed in the garden." In a short time he was as well as ever.

A terrible commotion was caused in the Military College at Palermo some days ago by a rumour that several of the future warriors of the republic, whose ideas were being taught to shoot in that excellent institution, had broken bounds and bolted for parts unknown. The drums at once beat to arms, the guard turned out and the boys being paraded the report was found to be true. The telegraph was at once set to work, and on the following day the young Hopefuls were discovered in the house of a widow named Molly Martinez Malone, a distant relative of the lady who wedded, at Athlone, about half a century ago, 'one Mr. O'Brien from Clare, how 'quare'." It appears that Mrs. Malone has been in the habit of taking young scamps under her widowed wing, but at the pressing request of the police she gave up two of the runaways and informa-

tion that five others who had stopped at her house some nights before had started for Villa Maria. The authorities immediately started a telegram after them. The seven young delinquents will be sent back to Palermo to be caned and courtmartialed.

Bishop Aneiros has petitioned the Municipality to subscribe towards paying for the new organ for the Cathedral, which has cost 300,000 m/c, but half of which sum has only been collected as yet. We remind the Municipality that 'Charity covers a multitude of sins,' and giving for the purpose in question may fairly come under the category of Charity. We do not expect the Municipality to give enough to cover all its transgressions. Could it bestow all the Public Works Loan issued by Murietta, the gift would not cover its sins, but it might cover a few of them by sending a generous subscription to the Bishop for the object in hand.

Stop the Bus again! another colleague! *The Equality*. There is certainly lots of liberty (very little elbow room) but not much fraternity in the Bus at present. However we'll make room for *The Equality* (though we dont believe in the principle) and probably *The Fraternity* will get in by and bye. All right driver!

We hear that Dr. Marcelino Aravina, Director of the Colegio Europeo, and Professor of Mathematics in the University, is about to open another college in the picturesque quinta where the Hotel Paraiso was formerly. The building is being altered at great expense to fit it for its new purpose. It is in a splendid situation, and can accommodate a large number of boys, who will have the advantage of the purest air, splendid view of the river, bathing, and everything that can conduce to the development of their physical and intellectual faculties. Under Dr. Aravina's able direction the new school cannot fail to do well.

We salute another new colleague, *El Eco de las Tribunales*, which appeared for the first time yesterday. May it never echo anything but sound judgments from the seats of Justice.

Don Jose Subirana de Requiston has just issued a well compiled Spanish grammar at Montevideo, from the *Siglo* printing office. Its simplicity and clearness recommend it to teachers as a very useful book.

Messrs. Lynch and Fuys have just opened a Photo-Lithographic establishment at the Cinco Esquinas. The firm pay the tramway fare of all who go up to have their 'phizes' taken as filling stuff for drawing-room albums.

The rumours of an intended invasion of Entre Rios by Lopez Jordan continue, though few in Buenos Ayres seem to believe them.

The following extremely 'tall' story is said to have been told lately by a Detroit citizen to a Cincinnati man. We reserve the latter's reply till our next issue:—

"He said there wasn't any place on earth where things grew as they do there. He said his wife never made bread. She always made little biscuits, the size of an egg, and she would leave 'em an hour to swell by themselves, and they would grow into 12lb loaves. I thought to myself you are a loaf-er. He continued his growing tale, and said, 'Once there was a man. He went into the woods and chopped down four trees. He used the four stumps for corner posts and built him a nice loghouse on these stumps. Then he and his family went to bed in the house. The next morning he found himself and family up 60 feet in the air, with a lot of Indians down below waiting to cut their hair, off, and the Indians did scalp the whole of 'em'. 'Stranger', said I, 'you don't mean to tell me those trees grew 60 feet in one night'. 'Sir, I do', says he, 'and not only that, they hoisted the house up with 'em'. 'Are you sure it wasn't 61 feet?' I asked meekly. 'Sir', said he, 'I never prevaricate, especially on one foot'. 'So they took and scalped 'em all, did they?' 'They did', said he. 'How, in the name of all that's miraculous, did they get up to 'em?' I asked. Says he, 'Respected sir, those Indians each one sawed off a tree; then each Indian sat on a stump, and those stumps grew the Indians up to the house, and then they scalped the family'. It certainly was the greatest case of up a tree I ever heard of."

To-day Fusoni's grand saloons will be thrown open for the exhibition of Messrs. Zambonini's new style of cigars from Paraguay, after the fashion of the Havana marks. The get-up and finish of the cigars would deceive any one if not told that the cigars were Paraguayan. The Imperials, Londres' Bismarcks, Damitas, etc. are of superior make and reflect great credit on Messrs. Zambonini's factory at Asuncion, where he has 120 hands constantly employed; the establishment being supplied with saw-mill, presses, and other machinery: even the cigar-boxes—made on the spot, of Paraguayan cedar—are perfect imitations of the Havana. It is worth while to call at Fusoni's and see this new industrial exhibition.

Flotows Stradella to-night at the Opera House, and three 'morceaux' on the piano by Alfred Napoleon.

The British Consulate remains open to-day till 11.30 a.m for the postage of letters by the R.M.S. Neva, and up to 1 p.m. with late fee.

A horrible murder took place at the Lomas de Zamorra on Tuesday night. The victim was a boy only 12 years of age, who was stabbed to death while asleep in a rancho by a drunken vagrant named Torres. The dastardly criminal puts forward the extraordinary statement that he was so drunk on the night in question that he cannot remember whether he committed the murder or not, but strong circumstantial and other evidence leaves no doubt of his guilt.

ISABEL RAILWAY.

ANTONINA TO CURITYBA.

A company is being organized to construct and work the Isabel Railway, between the port of Antonina, situated in the fine harbour of the Bay of Paranaguá, in the province of Paraná, and Curityba, the capital of the same province, a distance of 79.2 kilometres. The cost of the line, including interest during construction, is estimated not to exceed 4,500:000$, or £450,000, which first sum has a seven per cent. guarantee from the Province of Paraná.

Few railways have equal prospects to the Isabel Railway, for, independently of the already considerable and rapidly augmenting exports of the province, whose course to the Bay of Paranaguá, the obligatory port of the province, will naturally be over the railway in question, this line will practically be the first section of the great line to Mato Grosso, which the Government has determined to construct as a strategical road, and for whose survey the commission set out on the 23rd of July.

The exports of Paraná have had a remarkable increase within the last seven years, that of Herva Mate tripling and now amounting to some 14,000 tons. The export of lumber obtained from the pine groves and forests which abound on the plateau, is about to be initiated, and should become a very important provincial industry, besides which cotton is already a developing staple of the northern regions and will help, with other products of the farmer, to swell the traffic of the line.

Of all the provinces of Brazil, that of Paraná is the most congenial in climate, productions, and general character to settlers from Northern Europe. With its mild, English climate, rich and perennial pasturages unfailingly and abundantly watered, and with clumps and groves of timber studding them everywhere, with its regions of volcanic soil, situated within 150 miles of the coast, admirably suited to the steady growth of wheat, Paraná must soon become a favorite field for pastoral and agricultural immigration. Fortunately, also, the greater part of the province is public land. Of this about 215,000 acres, to be selected in any part, have been conceded to the Isabel Railway Company, to be applied to colonizing purposes.

We recommend this enterprise to the attention of capitalists, as an excellent investment on its own merits, even without taking into account the provincial seven per cent. guarantee on the cost of construction, including interest on capital during construction. The Province has no debt or engagement of a like kind to compromise its finances, which increased from £18,880 in 1864-65 to £62,254 in 1870-71, were estimated for the year 1871-72 at £71,392, and are likely to maintain a steady progression even without the immense stimulous the railway will give to the commerce of the province.—*A. B. Times.*

THE B. AYRES & ENSENADA PORT RAILWAY CO., (LIMITED).

The Buenos Ayres and Ensenada Port Railway Company, Limited, has been constituted to acquire the railway constructed by Messrs. Brassey, Wythes, and Wheelwright, from the Custom House at Buenos Ayres to Boca, Barracas (close to the Barracas station of the Great Southern Railway), and Quilmes, and to complete the continuation of it to Ensenada, a harbour lower down the River Plate. The advantage arising from this extension of the line, on the works of which some £320,000 have been expended, will be to render Ensenada the virtual port of Buenos Ayres, as owing to the shallowness of the water vessels approaching Buenos Ayres now lie far out in the roadstead and discharge their cargoes to lighters these, again, transferring their loads to carts which go out as far as possible into the water to meet them. In its course of thirty-five miles, when completed, the line will necessarily command a large proportion of the import and export trade, besides a considerable passenger traffic. The nominal capital of the above Company is £700,000, and subscriptions have been opened for an issue of £350,000 seven per cent. first preference shares, in 35,000 shares of £10 each. Ensenada is situated 31 miles below Buenos Ayres, on the River Plate, and is described as possessing great advantages as a natural harbour. With this railway complete ships can load and unload from and into the railway trucks. The Company has entered into a contract by which a pier and the incidental works can be constructed at Ensenada for £50,000. The expense of transferring imported merchandise thence to the Buenos Ayres Custom House is estimated at one-tenth the present cost.

The line between Buenos Ayres, Boca, and Barracas has been at work for years, and has carried on a large traffic. Eight miles beyond Barracas, the railway will traverse the favorite suburban resort of the business population of Buenos Ayres. The receipts on the Buenos Ayres and Barracas section, has averaged £50 per mile per week from its opening, and derived wholly on passenger traffic. A central station designed to accommodate the passenger traffic of the northern and southern lines, as well as the traffic of this Company's line, is nearly completed in Buenos Ayres. The prospectus refers to the profitable working of railways having termini in the city of Buenos Ayres, as indicated in the percentage of net earnings on capital and the present selling price of shares. Taking the very moderate calculation that but one-fifth of the import and export trade of Buenos Ayres would pass over the Company's line, or 269, 864 tons of goods at 8s. per ton for the 35 miles, the gross revenue would be equal to £59 per mile per week, or £107,945 per annum. Additional receipts are looked for from passenger traffic between Buenos Ayres and Montevideo, as the line affords the shortest route and the most moderate gradients, so that the entire line, taking into account the sources of traffic, will yield, it is anticipated, a net income of £65,065—a sum available for the payment of £24,500 on the preference dividend, a like amount on the ordinary capital, and 2½ per cent. on both classes of share capital. Provision is made that the preference interest shall be a permanent charge on the net profits of the Company, whether earned in the current year or not.—*Herepath.*

ON 'CHANGE.

September 13, 1872.

Ounces	400
Sovs	122½
Pats	25
National Bonds	76½

There was a drop in the Bond market to-day. A well known broker offered to sell for cash—couldn't—and then sold heavily for the 1st of the month. At first buyers were stiff at that rate. but Bonds came too fast for the market. The seller, it was wel known, only sold 'efectivo,' and prices at once gave way.

For cash, nothing.

For Sept. 30th, the following sales—

20,000 at	76⅜.
50,000	76½.
10.000	76½.
40,000	76½.
5,000	76½.
5,000	76½.
10,000	76½.
20,000	76½.
10,000	76½.
10,000	76½.
40,000	76⅝.

Total sales 190,000.

In the liquidation a very flat feeling, nothing done and sellers.

Cedulas also ruled very quiet, only 15,000 Series A sold at 97½.

Two sales of National Bonds for end of Oct. 10,000 at 75; and 20,000 for same date at 75.

Argentine Bank shares—50 sold at 25 premium, and this stock in much demand.

Gas shares are also looked for. It appears that the dividend for the end of this year will be 18 per cent, which will make a 30 per cent. dividend for the full year.

Exchange closed for the packet to-day at 50d on England, 5.33-5.35 on Antwerp, and 5.37 on France, 42½ Groschen on Berlin. The total amount of exchange passed both sterling and francs is estimated at £750,000 sterling. We notice that the Maua Bank continued its exchange operations for this packet, and drew for about fifty thousand pounds sterling at from 50 to 50⅛. The new Commercial bank also drew for about £150,000. Had both of these private banks not drawn the rate would have gone back to 49½.

The telegram from Montevideo to-day announcing the prohibition of the Oriental Government against the posting of letters at the English and French consulates in that city caused immense surprise; and none seemed able to account for so extraordinary a measure. The English merchants called a meeting for three o'clock to-day, at the Consulate, in Montevideo. It is hinted that the captains of the mail steamers will refuse to take any mail bag except from their consulates, unless the Oriental Government pay for their carriage.

Mr. Goulstone exhibited on 'Change to-day a very splendid sample of mutton tallow preserved on his system, it was pronounced by competent parties the finest ever seen in this market.

The Commercial Bank has at last received possession of its new premises, the carpenters and painters now go in and prepare the place for the Banking offices.

Messrs Rubio and Foley have taken the contract for supplying 10,000 fanegas lime to the new prison, price reserved, supposed to be 40 m/c.

It was announced to-day that 6000 English emigrants for Paraguay are about to be shipped to the Plate, they will come by Lamport and Holt's steamers, who have taken the contract.

The sale of a cargo of Montreal pine ex Clockman is announced at 46.

No sales in coal, price 15½ to 16. No stock.

The sale of 500 barrels of American flour is announced for Brazil at 7½; does not cover. Another 1,000 barrels on the way out from the States.

The Montevidean telegram gave—

"Santa Catalina, B H Sp aken.

Bordeaux—Lamartine, Uraean.

Marseilles—Frances Felix, Luremburg, Brazil.

Portland—Ada Grey, Pernambuco.

A cargo of salt ex Perche sold at 9rls. Another cargo, Gemina Parody, 8½.

Exchange on England the same.

On France, 5.55.

"English and French Consuls prohibited by Government from receiving letters and papers for postage. Great excitement. British merchants call a meeting for 3 o'clock to-day to consider what steps to be taken.

"The fall in Oriental stocks continues, and attracts great notice. Deuda Interna to-day at 51; a few days ago at 53. Extraordinary Debt selling to-day at 55¾ for end of October; last week worth 57. The fall is a sharp one."

The auction sale of the Teatro Argentino, at the corner of Calles Cangallo and Reconquista, is announced. The site is the finest in town. Mr. Irigoyen is the auctioneer.

Money rules superabundant. The brokers say that everything in the market is done at 6½ and 7.

The National Bank question is the topic of the day, and all the native brokers say that it will be carried through. The statement that appeared in one of the papers to the effect that it was only the intention of the Provincial Bank to open branches in the interior is incorrect; such a measure would not be accepted by the provinces. The scheme is to convert the Provincial into a thorough National Bank, a joint stock concern; and a very influential Provinciano who is now in attendance on both Governments has offered his services to go through the interior and obtain subscriptions to the stock. Congress by law closes on the 30th inst. but a special list of measures will be drawn up and the session extended until those measures are passed; amongst those measures will be the National Bank question

There was no steamer to-day from Montevideo, but the news from the Uruguay is still of an alarming character about the floods, the losses in Soriano are represented as very severe, the river rose 18 feet.

The latest about the Telfener contract for the construction of the Tucuman Railway, is that it has not as yet been signed at all. at least a colleague that passes for the Government organ says so.

The treasury has paid 2930 pats and 18,950 in Bonds to the contractors of the road from Cordova to Rioja, the Government engineer having reported favorably upon the completion of the last section.

Another important land sale at Flores is reported, a square of land adjoining Sr. Carabassa's for 22,000 pats. Seller Sr. Carabassa, buyer Mr. Llava lol. This price shows a splendid increase in the value of land property out in that direction.

Important contracts for the making of sidewalks along the Flores road were signed to-day by the proprietors of the various quintas along that road, at a uniform rate of 14 m/c per square vara. Mr. Consandier is the contractor.

The news of the day was the final settlement by the Provincial Government of the Rosario Railway surveys, which were all signed, sealed and delivered at the Government House this day, and handed to Mr. Wolf Barry, C.E., who leaves in the Neva to-morrow.

The Riachuelo dredging fleet is now ready to begin operations, and we hear to-day that Government is about to name a committee of Directors and next week to commence the work.

Mr. Theofilo Mendez proprietor of the Calle Cuyo tramway is shortly expected to return. The magnificent stables and storage of this tramway are now completed, by far the finest of the kind in this city.

On the night of the 23rd inst. a meeting of the subscribers to the Club will be held to consider questions of importance relative to the new regulations.

The Finance Minister will open the tenders for the new Rosario Custom House on 29th inst. The work is an important one.

The Treasury has ordered the payment of $fts 12,967 to Gilmour, Noild and Co, and also $fts 5,331 to W.R. Gilmour and Co, all for uniforms etc.

The sales of wool during the fortnight are estimated at 15,000 arr. Some large contracts for wools of the new clip are now spoken of as concluded and at high prices, but the names are not given. The total arrivals of the fortnight are but 5,000 arr, and the general result of the clip of 1871—72 is summed up as follows—

Sales to date	3,575,000 arrobas
Arrivals	3,625,000 "
Stock	50,000 "

The returns same time last year were—

Arrivals,	3,300,000.
Sales,	3,555,000.
Stock,	5,000.

The French barque Bose, has cleared with a full cargo of mules for India.

The petition for the creation of a Custom House at Cordova has been sent to committee, where it will probably remain until the following year.

It appears that the Southern Railway board of management has reduced the freights on sheepskins. The new tariff will be for skins without wool, $16 m/c. per ar., and with wool, 8 per do. This reduction will prove a boon to the farmers in the south. There is still great complaint about the freights on the Western Railway.

In a recent number we gave a list of the Pacific steam navigation Fleet, we now give our readers the Cunard Fleet:—

The following are the Cunard steamers which run from Liverpool to Boston, New York, the Mediterranean, the Levant, the Adriatic, Egypt and Havre; also from Glasgow to Demerara, Trinidad, Liverpool Belfast, and Londonderry.

No.	Name	Tonnage (gross).	Horse-power (nominal)
1.	Abyssinia	3,376	500
2.	Algeria	3,428	500
3.	Aleppo	2,057	280
4.	Atlas	2,431	270
5.	Balbec	1,838	150
6.	Barbadoes	(Now building).	
7.	Batavia	2,553	450
8.	Bear	691	150
9.	Bothnia	(Now building).	
10.	Brest	(Now building).	
11.	British Queen	763	140
12.	Buffalo	686	280
13.	Calabria	2,902	400
14.	Camel	888	250
15.	Cherbourg	(Now building).	
16.	China	2,599	550
17.	Cuba	2,668	560
18.	Demerara	(Now building).	
19.	Ferrol	544	90
20.	Jackal	180	100
21.	Java	1,760	600
22.	Kedar	1,783	250
23.	Llama	687	280
24.	Malta	2,132	280
25.	Marathon	2,500	270
26.	Morocco	1,783	250
27.	Palmyra	2,044	260
28.	Parthia	3,167	450
29.	Hecla	2,421	270
30.	Nantes	(Now building).	
31.	Olympus	2,415	270
32.	Owl	(Now building).	
33.	Penguin	680	180
34.	Racoon	831	300
35.	Raven	778	150
36.	Russia	2,960	600
37.	Samaria	2,865	300
38.	Satellite	157	80
39.	Siberia	2,497	300
40.	Sidon	1,782	250
41.	Scotia	3,871	1,000
42.	Scythia	(Now building).	
43.	Stromboli	734	100
44.	Tarifa	2,658	280
45.	Trinidad	1,899	300

A return of the revenue of the Corporation of Melbourne since the year 1867 has been published, which clearly demonstrates the increase of the wealth and population of the capital of Victoria. In 1867 the city revenue was, in round numbers, £73,000; in 1868, £74,000; in 1869, £79,000; in 1870, £86,000, and in 1871, £91,000.

The last English mail has brought us the following exhaustive review of the wool trade, which now attracts so much attention:—

"The third series of public sales of Colonial wool for the current year began on the 20th and closed on the 30th ult.

"Previous to the opening of these sales a very dull feeling had pervaded this market, based chiefly upon the very flat condition of the French woollen trade, coupled with the intrinsically high rates before ruling for the raw material. With a very good attendance of both the home and foreign trade sales opened (notwithstanding the reduction of the bank rate of discount to 3 per cent on the opening day) flatly at a reduction of about 1d. per lb. from the lowest rates of May and so continued for some days, importers meeting the market very sparingly under the impression that the anticipated supply for the remainder of the year, coupled with general prospects, did not warrant any retrograde movement in the price of wool at pr sent. After a few days some of the more important English wool fairs had been held with enhanced quotations, there was an accession of American competition for good greasy wools, and a general conviction of lessened supplies in the immediate future was established, all of which tended to a much better feeling.

"French purchasers, who hold almost entirely aloof in the earlier sales, gradually gave more support, and prices rallied from the reduction quoted with a firm market to an average of about ½d to 1d over the closing prices of May, and the sales have finished with animation fully up to the best rates of last sales.

"On the whole the improvement has been greater on all thick stapled wools of combing character. Greasy wools, being very dull of sale at the opening, improved considerably after the first week to the best rates of May, but towards the close have been in somewhat less demand. Lambs likewise in the middle of the sales had hardened to the best prices of the year, but have fallen off latterly.

"Capes, especially scoured snow whites, have ruled throughout a little below the prices of last sales. Trade in all the home clothing districts is very good, but that of Bradford is reported exceptionally dull; all coarse and half-bred descriptions improved from the beginning to the middle, but are since a little lower, and would have been more so but for the brisk demand for Scotland and Batley.

"It is estimated that little less than half of the quantity sold has been taken on Continental and American account.

"Ensuing London colonial wool sales commence on the 12th of September and 21st of November. About 25,000 bales are being held over in first hands from these sales, including which there will probably be about 100,000 bales in all for September sales (at same series last year there were 137,957 bales sold), while the quantity for November will probably run proportionately short of last November; whether the effect of these lighter supplies areas all discounted in prices now current remains to be proved."

The Mutual Gas Consumers Co. commenced their gas works on Monday last, 9th Sept., in Calle Defensa opposite the General Brown Station, and as the fabric stands between Defensa and Calle Larga it is intended to have two leading mains through these streets; the Barracas being lighted from one, and the Boca the other. The excavations for the gasometers and general brickwork has already commenced, and judging from the progress that has been made in so short a time, it is certain the engineer means having everything ready for the machinery and retorts that are shortly expected from England. We have always stated there is plenty of room for more than one large Gas Company in B. Ayres, and in a few years we shall see 6,000 or 7,000 lamps for the Municipality instead of the 2200 as at present. The gas question is occupying much attention, and the contract for the 4,000 Municipality lamps will be decided on the 16th instant.

There have been no sales of W S Ox and Cow Hides these last fifteen days—

Sales since 1st October last to date 298,000 hides.
Slaughter do do 296,000 do.
Do for the last fifteen days 1,000 do.
No stock. To make 2,000 hides.
In Beef Tallow. No sales or stock.
W S Matadero Hides. Sale 4.000 ox and cow hides at 47 rls. Stock 1,500 hides.
W S Horse Hides. No sales. Stock 1,500 hides.
Mares Grease, worth $40 currency with cask.
Jerked Beef. Sales 20,000 qq at 14½ rls, and 35,000 qq at 15½ rls.
Mutton Tallow. Sales 9,500 pipes at 16½ to 15 in pipes; and 15 to 14¾ in half pipes. Last price 16 rls in pipes and 14¾ in half pipes. No stock.

The total sales of dry ox and cow hides during the last fortnight are 58,000 hides. The total stock of all classes remaining unsold 27,000 hides.

In American Hides—Sales, 32.600 hides—
Entre Rios at 57½@57½rls al barrer
Concordia 56 55 "
Correntino 56 55 "
And classified hides of this province at 58 to 57½r. for 23 to 24lbs av.
No stock.
In German Hides—Sales, 16,000 matadero hides, viz.—
Half ox of 34 to 36lbs av., and half cow of 25lbs av., at 57½ rls.
Stock, 5000 hides.
In French, Spanish, and Italian Hides—
Sales, 9500 hides. Stock, 19,000 hides.
American classified, 57½rls.
Do descecho, 54
Heavy ox, 53
Correntino, 56
Calfskins, 54

Messrs. Green, Le Rossignol, & Co., in their circular for the packet give the following important summary:—

Exports since August 12th—
Salted hides, 29,003.
Do. horse, 20,834.
Dry ox hides, 144,842.
Do. horse, 9,350.
Tallow, 4,819.
Do. boxes, 1,200.
Hair horse, bales, 335.
Wool do. 2,397.
Sheepskins do. 3,342.
Jerked beef, quintals, 5,490.

Charters.

Maria, to load, in port, for orders, tallow 30/5 a 5 per cent.
Niord, do. do. do. do. 30/5 a 5 per cent.
Rover, do. do. do. do. 30/5 a 5 do.
Clita, do. do. do. do. 30/5 a 5 do.
Ceres, do. Uruguay do b. ash bones 20/5 a 5 do.
Prin, of Wales, do do do s. hid. a tal. 30/5 a 5 do.
Stella, do do do tal'ow 35/5 a 5 do.
Zuaro, do do do s hides a tallow 30/5 a 5 do.
Seodonica, do do do b. ash a bones 25/5 a 5 do.
Leander do do do do 22/6 a 5 do.
D G. Battista do R Parana do do 30/5 in full.
Sympathie, do do do tallow 30/5 a 5 per cent
Akershuo, do do do do 30/5 a 5 do.
Comante, do Gualeguay do b ash a bon. 20/5 a 5 d.
Emmanuel do Tuya do do 30/5 a 5 do.
Volharding, do Patagones do do 35/5 a 5 do.
Leonie, do R. Uruguay, W Indies, males £2.16 per head.

Freights in General. Tallow and sheepskins becoming more abundant have caused some activity in our freight market, but our disengaged tonnage being ample, and heavy arrivals expected, no material rise can be anticipated before next November.

Coal—Cardiff saleable at 15½5f. House 14$f.
Kate, Glasgow, 380.
Carlotta, Cardiff, 833.
D Salomon do 814.
Dusty Miller, Liverpool, 860, Gas Co.
Thornton, Newport, 190, W Ry Co.
Providence do 239 do.
Teresa Rocca, Cardiff, 968.
Fractions, 730.
Salt—Dull of sale, the only demand at present being for retail.
Sei Ainici, Cadiz, 7216.
M Teresa do 3760 12½ rls Rosario.
M S Carmelo do 6512 10, rls.

Lumber—Owing to heavy arrivals, prices have declined. Pitch pine is worth $f52 to 63, Canada 52 to 54, Eastern 38 to 40.

St Ursula, Satilla, 22,950
F J McClellan, Savannah, 394,520
Galanda, St Johns, 312,000
Leonie, Quebec, 330,390
Assio, Savannah, 278,270
Lord Baltimore, N York, 229,100
Midas, do, 390,000
Valkyria, Montreal, 521,535
Sheffield, N Brunswick, 472,000
Amalia, Savannah, 196,700
B Temple, do, 373,180
A Hockman, Grand Bay, 489,830
Total, 4,211,475 ft.

PRODUCE MARKETS.

The arrivals to-day were heavy, particularly at the South market, where sheepskins are coming in very fast from the casorias. With the exception of wheat, maize and dry hides everything rules firm and well maintained. The sales were—

1000 doz. sheepskins from 30 to 32 rls.
2000 dry cow hides, various lots, 170 to 175,
Horse hides, small lots at 55-57.
Wool, none in.
Maize—Close on 10,000 fanegas in at the Boca. Few sales, prices same as yesterday.
Wheat—Large arrivals, and yet large stock said to exist at Chivilcoy. 125 per fanega paid for one large lot good. Market down.

The splendid rams and ewes, Lincoln, Rambouillet and Negretti from Mr. Martinez de Hoz's estancia at Hermanas are now on exhibition in coach-yard facing STANDARD office. The lot will be sold by Bulrich on Monday.

NORTH PLAZA.
September 13th.
Sheepskins
Small arrivals.
Sold:

200 doz matadero skins 30 rls
150 do. 29½ "
100 do 31 "
200 do 37½ "
500 do campskins 17-26 "
300 do descchos 17-18 "
Cow Hides.

Small arrivals.
300 sold at 170-172.
Horse Hair.
Small arrivals.
100 arr at 170-180.
Wheat.
Hardly any arrivals.
Sold some lots from 125-145.
Maize.
Sold for 120-125.

MARRIAGES.

At the Merced Church, Sept. 12th, by the Rev. J. B. Leahy, Sr. D. Andreas Duran, native of Spain, to Miss Annie Mitchell, native of Scotland.

At the Merced Church, Sept. 13th, by the same clergyman, Mr. Bernard Gill, of San Pedro, to Miss Catherine Bohen, of this city.

METEOROLOGICAL OBSERVATIONS,

Reduced to 0° Cels.

BUENOS AYRES.

		Bar.		Therm.
Sept. 12 at	8 p.m.	765.10	..	13°·4 Cels
" 13	8 a.m.	763.90	..	13° 4
"	2 p.m.	768.77	..	16° 0

"Water, water, everywhere,
But not a drop to drink."

WHO CARES as long as we have got enough of OTARD, DUPUY & CO.S matchless Brandy, the best liquor ever drunk in these countries.

BANCO ITALIA Y RIO DE LA PLATA.

In accordance with Art 17 of the Statutes, the Directors have resolved to make the Second Call of 4/10 per Share, payable between the 8th and 15th prox., at the Head offices, Calle Piedad, Nos. 70 and 74.

Buenos Ayres, August 26, 1872.

By Order,
THE SECRETARY.
a 269 20p ag28

NOTICE.

NOTICE is hereby given that the interest of W. D. Junor, in the Starkweather and Junor Mechanical Apparatus, ceases from date, W. D. J. having sold his Share in the same, though still retaining his intetest in the Patent.

All communications will in future be addressed to "Geo. B. Starkweather and Co., 276 Calle Artes."

GEORGE B. STARKWEATHER,
W. D. JUNOR.
September 9, 1872.

cj—90 3p s13

Northern Railway.

EXTENSION OF TIME FOR RETURN TICKETS.

Commencing on the 1st OCTOBER Return Tickets will be available for the day of issue and the whole of the following day.

When issued on Saturday, they will be available to return the same day, on Sunday, or on the following Monday.

When two Feast Days come together, they will be available from the day preceding the two Feast Days until the day following them.

☞ On the Opening of the Locomotive Road to the 25 de Mayo, which, by permission of the Authorities, will soon take place, the Rates for Ordinary and Monthly Tickets will be revised and more trains will be put on for the Summer Months.

Retiro, September, 1872.

HENRY CRABTREE.
h..128 1 m s13

NOW LOADING FOR LIVERPOOL DIRECT.

The Fine British Barque
"JOSEPHINE,"
408 Tons — Captain FRANCES,
Has still room for weight and measurement cargo, and will have quick despatch.

also

The Italian Barque
"CARA ELIZA,"
606 Tons.

For freight &c., apply to
WOODGATE BROS.,
36 San Martin.

1..127 1m s13

SHEEP

TO BE SOLD, six or eight thousand sheep in the Department of Paysandu.

For particulars address X Y Z, this office.

1..6p s13

Ferro-Carril del Norte.

REMOVAL OF FURNITURE.

Parties desirous of having their household goods moved from this station to other of this line (except Mayo and Rivadavia) can have special spring waggons at the rate of 150 m/c. each, exclusive of charges for loading or unloading.

Retiro, September 1872.

THE ADMINISTRATION.

1..124 1m s13

Compania DE NAVEGACION A VAPOR Rio de La Plata.

VAPOR NACIONAL TARAGUY.

No habiendo podido recibir su carga a tiempo este Vapor posterga su salida hasta el Sabado 14 del corriente.

Agencia Cuyo 24.

Veinte y Cuatro Dias en Europa.

Folleto muy respetuosamente dedicado a S. E. EL Sr. PRESIENTE SARMIENTO

por

B. B. MARRIOT,
DIRECTOR DEL
COLEGIO INGLES SUPERIOR
189 Artes 189.

Se vende en casa de los Sres—
Mackern Hnos, Calle San Martin.
Hibbert, San Martin.
Haibach, Florida.
Daws, Piedad.
Foly, Victoria.
Peuser, 89 Cangallo.
Jacobsen y Soderstedt, Florida.
A. Medina Victoria.

2 s8

Aguiar y Conlazo.

210—VICTORIA—210

(Antes Carlos Romero.)

Hemos recibido lindo Genero Pompadour floreado par tunicos, con boston de rosa, precio 22 pesos.

Pique rayado para batones, 4½ ps vara; muy ancho.

Tul de velito, nuevas tunicas de gro, enaguas bordadas ricas clases, batones blancos.

Vestidos de verano, 20 ds.

Gran surtido gro negro, cortinas bordadas todos anchos, alemanuscos, servilletas y toballas, tiras en clarin, clarin blanco primer clase, alpacas grises y de colores, diez clases de alpacas negras, brin de vestido, brin de delantares, brin de muebles y brin de Rasia, corbatitas, genero de hilo de sabanas, de algodon, tiras, colchas blancas 20 clases, batas, camisas, tiras angostas, panuelos y medias, damascos de seda, de hilo y de lana.

Gran surtico franela, genero blanco, cordones de seda para batones y delanlares, ricas colchas blancas chicas y grandes, genero de hilo para sabanas.

Gran surtido de damasco de lana, percales de colores bonitos.

Gran surtido ne genero de Acstido.

d 121dg s1

WANTED.

A STEWARD for the British Hospital. Apply to the Superintendent, at the Hospital. Calle Defensa.

h..128 1 p s 13

TO-MORROW

—o—

SUNDAY, at 2 p.m.

—o—

For whatever Price they may fetch!

—o—

SIXTY-SIX LOTS OF GROUND

AT THAT CENTRE OF FASHION

THE PLAZA CARIDAD.

—o—

Of all quarters of Buenos Ayres, that focus of go-aheadism, these Lands are perhaps the most promising—surrounded on all sides by tramways. With dashing cavaliers and lovely women ever and always promenading in the Plaza, the Western Railway running within call, and hack coachmen always hat in hand on the stand, there is no place in the world better suited for a comfortable family dwelling.

Tickets and Plans delivered gratis on application to the Auctioneers,

WEHELY, GIMENEZ & CO.
Calle Bolivar, No. 19.
h—139 2p s 14

AUCTION.

PEDRO EBBEKE & CO

Have been instructed to Sell, by

PUBLIC AUCTION

On

SUNDAY, 22d,

AT TWO. PM.

The fine commodious Dwelling-house

PASEO DE JULIO 65,

(Between Cuyo and Corrientes.)

It stands 17¾ by 18¼ yards, is four storeys high, and has thirty-two Rooms, besides two large Saloons, on the ground floor.

Also two kitchens, algibe, gas and water-pipes, force pumps, which supply the happy denizens of these exalted regions.

The ceilings are of the best stucco work; doors and windows of cedar wood.

There are 12 Marble Chimney pieces.

Locks, bolts, and bars of the newest patents, brought especially from Europe.

All the rooms are large, square, and well-built, and, on the whole, would be admitaply suited for a

HOTEL,
Or
LODGING-HOUSE,

Being exactly at the head of the Passenger Mole, by which every man, woman, and child coming into the country has to pass.

It has also a lovely and commanding view of the shipping.

The purchaser would have the right to build an Arcade on the street, thereby gaining five yards for the upper rooms,

The materials are of the very best kind, and no expense has been spared in the finish,

TITLES WITHOUT FLAW OR BLEMISH.

For full particulars apply at our

AUCTION MART,

No. 80 Calle Peru

cj—s13

MONTEVIDEO.

Sheep Shears

Of the Best Quality.

Tying Twine

Ditto.

Hessians for Baling.

Wool Bags.

BELL, TOWERS, & CO.

CALLE 25 AGOSTO,

Nos. 87, 91, & 93.

h..2 m j 31

TO LET,

THE well-known and commodious Family Residence,

CASA AMARILLA,

Situated in Calle Colon, at the entrance to the Boca Road, containing nine rooms, cellars, kitchen, bath-room, &c.; also garden and field attached, and pigeon-house.

May be viewed at any time.

Apply on the premises between 11 a.m. and 3 p.m., or to John P. Boyd and Co., San Martin.

cj—72 xp —je465

TO LET,

A COMMODIOUS COUNTRY HOUSE, forty squares from the Plaza, with twenty rooms, stabling, &c., with constant communication with the city, by Railway and Tramway.

For further particulars apply at Calle San Martin, No. 56.

cj..42 8p s6

TO LET.

TWO Excellent Rooms upstairs, furnished or unfurnished, for a gentleman, in a respectable family. Apply Calle Montevideo 92.

f..120 3p s12

TO LET, Rooms—Furnished Sala and Bedroom, in an English family. Upstairs

Apply at Calle Parque, No. 224.

d 119 3p s12

TO LET, two Neatly Furnished Bedrooms in an English famil, with or without board.

Apply 509 Cangallo, between Callao and Rioe bamba.

d 117 3p s12

TO LET.

DRAWING-ROOM AND BEDROOM.

Properly furnished, with attendance. In the first patio; with windows to the street.

Florida street, No, 295.

d 110 3p s12

TO LET.

TWO UNFURNISHED ROOMS with Balconies on the street, for single gentlemen or a small family. The situation is healthy, and every convenience on the premises. Tramway passes the door.

Apply at Calle Moreno, 296 (altos).

h.. 6p s 13

TO LET.

A FURNISHED ROOM for a Single Gentleman.

Apply at Florida, No. 331.

h..122 3 p s 13

TO LET.

SOME FURNISHED ROOMS in 224 Calle Maipu (now furniture). Also a Sitting-room with windows, to the street.

h..129 6 p s 13

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Toda cercada de verja de fierro a la calle.

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The depositor is permitted at any time to withdraw the whole or part of the sum deposited; in the former case the interes will be calculated up to date.

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h..179 1 mag 20

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LOWEST PRICES.

N.B.—All kinds of produce bought.

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700 Capones para Graseria.

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AVISO

EL Tribunal de sucesion ha dado notificacion al tribunal inferior de esta plaza de lo que sigue sobre el hombre nombrado mas bajo, ausente desde largo tiempo con fin de hacerlo declarar por muerto y con ruego de soltar una reclama y un auto de emplazo a saber que:

MEINRICH MATHIAS LANGKO, nacido en esta plaza el 18 de Octubre de 1820, ha escrito por ultima vez el 17 de Abril de 1865 desde Buenos Ayres, a sus padres viviendo en esta plaza, y que desde aquel tiempo no se ha sabido nada de el. En el mes abril 1867 le fue dado como curador absentis el Sr GOTTFRIED VIVIE. Como unicos herederos reclaman su herencia sus dos hermanos, 1° JOHANNES JACOB MARTIN LANGKO aqui, y 2° HEINRICH DIEDRICH CHRISTIAN LANGKO en Munden,

Y la providencia con auto de emplazo demandado es soltado:

Para que el ausento con prejudicio de ser declarado por muerto, y todos los que crean poder hacer pretenciones a cualquier titulo que sea sobre una eventual herencia de el, con prejudicio de ser excluidos y passados en silencio—forasteros por medio de un apoderado suficientem nte legitimado de esta ciudad —se presenten en el tribunal inferior hasta el 20 de Junio, 1873, como ultimo plazo para declarar sus pretenciones, y luego justificarlas.

Hamburgo, 20 de Junio, 1872.

Para autenticacion,
R. KENDTORFF, Dr. Escribano
d—

DYSENTERY, CHOLERA, FEVER, AGUE COUGHS, COLDS, &c.

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CHLORODYNE

IS THE ORIGINAL AND ONLY GENUINE.

CAUTION.—Vice-Chancellor Sir W. P. Wood stated that Dr. COLLIS BROWNE was undoubtedly the Inventor of CHLORODYNE that the story of the Defendant, Freeman, being the inventor was deliberately untrue, which he regretted had been sworn to. Eminent Hospital Physicians of London stated that Dr. J. Collis Browne was the discoverer of Chlorodyne, that they prescribe it largely, and mean no other than Dr. Browne's.—*The Times*, July 12, 1864.

The Public, therefore, are cautioned against using any other than

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The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See *Lancet* Dec. 31, 1864.

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Dr. Lowe, Medical Missionary in India, reports [Dec. 1865] that nearly every case of Cholera in which Dr. J. Collis Browne's Chlorodyne was administered the patient recovered.

Extract from *Medical Times*, Jan. 12, 1866.—"Chlorodyne is prescribed by scores of orthodox medical practitioners. Of course it would not thus be singularly popular did it not supply a want and fill a place."

Extract from the General Board of Health, London, as to its efficacy in Cholera.—"So strongare we convinced of the immense value of his remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

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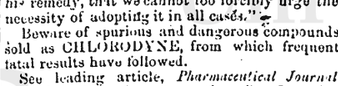

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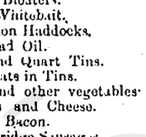

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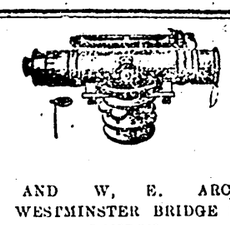

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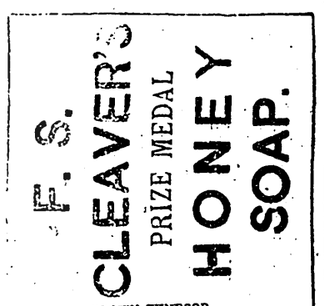

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Wholesale and for Export by the Proprietors Worcester; Crosse and Blackwell, London, &c. and by Grocers and Oilmen universally.

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Leguas de Campo

EN PROPIEDAD,

Son los famosos Campos conocidos con el nombre de "El Clavo," situados en

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Notables por su posicion, y calidad de pastos, marcados en el plano de la Provincia con el N. 121 y el nombre de Gustavo Wiebeck.

Grandes estancias con poblaciones de aguas á sus costados, grandes quebradas y gran calida con mucha agua, casi todo el año; titulos garantidos, al contado, por orden terminante de su ducño.

SE REMATAN

En nuestra casa

143 Calle Victoria 143.

EL MARTES 15 A LA UNA

LEAN.

Nada queremos decir sobre los campos que ofrecemos en venta por que tenemos especial interesten que los interesados, manden personas inteligentes a reconocerlos.

Mas detalles Victoria 143.

c—66 8p s7.

REMATE

POR

BULLRICH y Cia.

FERIA

DE

50 Carneros Padres Rambouillets.
40 Borregas id.
14 Ovejas mestizas Lincoln.
2 Ovejas puras Inglesas.
2 Carneros Lincoln, y
4 Negrettes puros superiores.

79—S. MARTIN—77

De la Cabaña del Señor Don Emilio Martinez de Hoz, en las Hermanas.

El Lunes 16 y Martes 17 del corriente a las 12 en punto del dia remataremos a la mas alta postura y dinero de contados por liquidacion de Sociedad todas las existencias des dicho Establecimiento, que son las siguientes.

17,000 Ovejas mestizas finas, superior clase, sanas, gordas, y con muchos capones, por no haber o vendido ninguno este año.
150 Ovejas negretti puras, de lindos tipos y buena dexentencia.
400 Vacas con crias, ganado tambero, entre ellas muchas lecheras.
100 Y-guas y caballos de andar y de tiro.
350 Lionzos de corral.
820 Frutos medios postes de Ñandubay, bebidas de fierro y demas enseres del Establecimiento que estaran a la vista.

NOTA. La venta de las ovejas se hara en un solo lote o por majadas al gusto de los compradores, pudiendo tenerlas en el campo hasta fines de Diciembre del presente año, sin pagar arrendamiento.

Los compradores que de esta, deseen asistir al Remate pueden pasar, por nuestra casa Calle Victoria 154 que se les facilitara el modo de trasporte hasta el Establecimiento donde tendra lugar el Remate.

e—20 20p s4.

REMATE

POR

Benjamin Nazar & Co.

De ovejas mestizas finas y una tropilla de ovejas, puras vacas, caballos, yeguas &c.

En la Establecimiento denominado MARTIN GARCIA, situado en el partido de LAS FLORES á dos leguas de la estancia SALADO.

Por orden de los Señores

PERDRIET Y RIVERO.

EL DOMINGO 22 DEL CORRT.
a las 12 en punto

Se remataran a la mas alta postura y dinero de contados por liquidacion de Sociedad todas las existencias des dicho Establecimiento, que son las siguientes.

17,000 Ovejas mestizas finas, superior clase, sanas, gordas, y con muchos capones, por no haber o vendido ninguno este año.
150 Ovejas negretti puras, de lindos tipos y buena dexentencia.
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Los compradores que de esta, deseen asistir al Remate pueden pasar, por nuestra casa Calle Victoria 154 que se les facilitara el modo de trasporte hasta el Establecimiento donde tendra lugar el Remate.

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